PROJECT HOUSING OPTIONS

PUBLIC ENGAGEMENT SUMMARY

July 2021

Beaverton
O R E G O N

TABLE OF CONTENTS

This document is available in other languages and formats upon request

Este documento está disponible en otros idiomas y formatos para quien lo solicite

本文档是可用在其他语言和格式

Tài liệu này có sẵn trong các ngôn ngữ khác và các định dạng theo yêu cầu

توفر هذه الوثيقة باللغات وغيرها من الأشكال بناءا على طلبها

이 문서는 요청에 따라 다른 언어와 형식으로 사용할 수 있습니다

このドキュメント(文書)は、ご希望に応じて、他の言語と形式にてご利用頂けます

Этот документ доступен на других языках и форматов по запросу

EXECUTIVE SUMMARY

Purpose. The purpose for phase two of engagement for the Housing Options Project was to understand the community's values and priorities for housing variety in residential areas. Staff developed three alternative ways to expand options in residential neighborhoods. Each alternative prioritizes a theme based on community priorities identified from phase one of engagement.

- **Alternative 1** prioritizes flexibility.
- **Alternative 2** prioritizes the environment.
- **Alternative 3** prioritizes neighborhood context.

Staff also interviewed developers to learn if they were more likely to build certain housing types and interviewed a representative from a bank to learn about the factors that influence the decision to finance multifamily housing.

Approach. In the first phase of engagement (2018-2019), staff mostly heard from white homeowners evenly dispersed throughout the city. As a result, staff prioritized multicultural engagement in phase two to reach people who had less of an opportunity to contribute in phase one.

- **Interviews.** Staff started by interviewing multicultural leaders in the community; current and former Diversity Advisory Board members; affordable housing providers, advocacy groups; and nonprofit builders. In addition, staff interviewed market-rate developers, homebuilders, and a representative from one bank.
- **Community Meetings.** Interviews and research provided staff with a better understanding of community-specific issues and priorities that could be explored through community meetings with renters, immigrants and communities of color, including the African, Asian and South Asian, Black/African American, Latinx, Middle Eastern and North African, Native American, and Slavic communities. Translated materials were available in Arabic, Spanish, Thai. Interpretation during meetings was available in Farsi, Spanish, and Thai.
- **Virtual Open House and Survey.** Staff also created a virtual open house and survey in English and Spanish so that people could learn about the three alternatives and provide feedback.
- **Live Open House.** Staff hosted a live online open house for the project where attendees could submit questions in advance and in real time.
- **Additional Meetings.** Staff also requested feedback from additional meetings attended by the HOP Work Group, Diversity Advisory Board (DAB), Urban Renewal Advisory Committee (URAC), Beaverton Committee for Community Involvement (BCCI), Housing Technical Advisory Group (HTAG), and the HOP Technical Advisory Committee (TAC). Topics included an introduction to the racial equity framework for the project that would be used to develop the alternatives, and a presentation and discussion of the three alternatives.

Participants. Staff estimates that we engaged 300 community members, which does not include technical staff from other local governments and service providers, Planning Commissioners or City Council members.

People of color account for at least 35 percent of all community members who provided feedback, and white participants account for an additional 35 percent. Staff does not have demographic information for the remaining 30 percent.

Participants by event include community meetings (7 events, 123 people), interviews (23), advisory groups and committees (8 meetings), a citywide live open house (15 attended live event, 81 watched

later), alternatives survey (65 responses), a virtual Open House in English and Spanish (only total web visits are known, not unique visitors), Planning Commission work sessions (2), and City Council presentations and work sessions (3).

Takeaways from the Community. Key findings from multicultural and citywide engagement can be classified into two categories described below. This memo also describes which alternatives best support these themes, focusing on those with the most community-wide support.

- **Cross-cultural Themes.** Cross-cultural themes are themes that generally traversed most communities, including communities of color, immigrants, refugees, and white residents; renters and homeowners; low-income earners and high-income earners, single parent households; multigenerational families; young adults and older adults; people with mobility issues; current Beaverton residents that love living here or are considering moving away from Beaverton; and people that would like to move to Beaverton but cannot find affordable housing. In sum, these themes resonated with many people whose housing needs, lived experiences, and financial capacity might be different.

    o **Cross-Cultural themes** where there is <u>more</u> agreement:
        1. New housing should build community.
        2. Access to nature is important for our physical and mental wellbeing.
        3. New rules should allow flexibility.
        4. Affordability matters more than housing type or location.
        5. We need more low-cost homeownership opportunities.
        6. Mixed-income, mixed race communities are more welcoming.
        7. Families of color are more often multigenerational, which shapes housing preferences.
        8. Accessible homes should be encouraged or incentivized.
        9. Climate change should transform how we build homes and communities.

    o **Cross-cultural themes** where there is <u>less</u> agreement:
        1. Some people want to eliminate parking. Others want to maximize it.

- **Community-specific Themes.** Community-specific themes were thoughts or concerns voiced by a smaller group of people or thought or concerns that participants indicated they were secondary concerns.
        1. Some support for design standards, but values and priorities are varied.
        2. Some support for context-sensitive design, but limited.
        3. Mixed opinions on where new housing should be allowed.
        4. Concerns that taller homes may limit privacy or block sunlight.
        5. Concerns that CCRs will limit where new housing can be built.
        6. Concerns that [System Development Charges](#) (SDCs) and public improvements are bigger development barriers.
        7. Concerns that new housing will be used for short-term rentals.

- **Alternatives Preferences.** Through community meetings and surveys, staff asked the community about benefits and concerns associated with each alternative. In some cases,

people strongly favored one alternative or another alternative. In other cases, people expressed a preference for one alternative, but it might not have been a strong preference.

From a cross-cultural perspective, more people expressed support for Alternative 2. This includes (generally but not every participant) communities of color and white residents, renters and homeowners, young adults and older adults, single-person households and multigenerational households, and people concerned about the housing crisis and/or climate change. That said, some people preferred Alternatives 1 or 3. The reasoning behind preferences is described in the memo.

Takeaways from Market-rate Developers and Homebuilders. Key findings from interviews with market-rate developers and homebuilders are summarized below.

1. Some developers prefer building housing types that resemble single-detached homes.
2. Some developers consider other factors before deciding what to build. In other words, housing types is not an important consideration for these developers.
3. Flexible development standards would encourage more developers to build plexes,
4. Some qualities make some housing types more expensive, including stacked housing types, garages, SDCs, extensive land use review timelines, and high land costs.
5. Some qualities make some housing types less expensive, including side-by-side construction, smaller home sizes, more units allowed on one site, reduced or no parking requirements, expedited land use review timelines and lower land costs.
6. Some developers think the city should eliminate off-street parking requirements, some think the city should require a little parking, some think the city should maximize parking, and others think the city should require parking in some situations.
7. Some developers support open space requirements because it helps strengthen community relations, some think it depends upon the housing type, some thought the city should not require open space in multifamily developments, and others thought it depends on if the units will be rented or owned.
8. Some developers are open to bulk and size standards if the city can right size them, or if they result in more affordable homes; others support bulk and size standards for large lots, but not small lots; some think they are too restrictive; and others think they do not address community priorities.
9. Some developers support design standards because they help newer homes match the size, scale and design of existing homes in the neighborhood better than FAR. Other developers oppose design standards because they rarely make homes more attractive.

Takeaways from a Bank Representative. Key findings from an interview with a representative from one bank are summarized below. Most of the discussion was based on the following question: What are the main financing issues that a lender may consider when a housing developer wants a loan?

1. *Leverage.* Smaller companies are more leveraged than bigger companies. Larger companies with larger portfolios provide more confidence.
2. *Comparables.* Similar housing products need to be within the same geographic code and built within a specified time range, which is a problem for innovative housing types that are built in fewer places and less often. Appraisers do not know what to do with them, and loan officers will not approve it if the appraisers cannot come up with a value for it. If there are no comparables,

a developer may only be able to do cash sales homes, which prices out many people from the market.

3. *Owner-Occupancy.* Homes that are intended to be owner-occupied are lower risk because the cash flow is predictable. This makes single-detached homes inherently lower risk than many multifamily homes, which are typically non-owner occupied.

4. *Housing Type.* Less of an issue. But a single building or one home on one lot is safer legally. Detached plexes might be hard to sell, and present new legal issues if only one unit burns down, and the owner wants to rebuild.

5. *Housing Size.* Less of an issue. The larger you make it, the more expensive it will be. The bank doesn't care about size so much, but there are racial equity issues to consider if you're only building expensive housing that is out of reach for most buyers.

6. *Parking.* No risk to a project that doesn't have parking, from the lender's perspective.

PURPOSE

The purpose for phase two of engagement was to primarily understand the community's values and priorities for housing variety in residential neighborhoods.

Staff developed three alternative ways to expand options in residential neighborhoods. Each alternative prioritizes a theme based on community priorities identified from phase one of engagement.

- **Alternative 1** prioritizes flexibility
- **Alternative 2** prioritizes the environment
- **Alternative 3** prioritizes neighborhood context

Each alternative has different:

- Allowed building sizes
- Off-street parking requirements
- Amount of open space required

Staff also asked community members if they were more interested in certain housing types, interviewed developers to learn if they were more likely to build certain housing types, and interviewed representatives from a bank to learn about the factors that influence the decision to finance multifamily housing.

BACKGROUND AND APPROACH

How were communities engaged in phase one? In the first phase of engagement (2018-2019), we mostly heard from white homeowners evenly dispersed throughout the city. This includes Neighborhood Association Committee (NAC) meetings, open houses and multiple surveys.

Renters and communities of color were significantly less likely to attend citywide public events or respond to the surveys. However, many actively participated in sharing feedback when staff attended community-based meetings hosted by the Beaverton School District (BSD) Latino School Night, Somali Empowerment Circle, and Habitat for Humanity.

Where are opportunities to expand engagement? In 2020, staff started using a racial equity toolkit, developed by the Government Alliance on Race and Equity (GARE), to help develop housing strategies that reduce racial inequities and improve success for all communities. This also provided staff with an opportunity to reflect on lessons learned from phase one and pivot towards a more equitable engagement strategy, starting with four questions:

1. Who are the most affected community members who are concerned with or have experience related to this proposal?
2. How have you involved these community members in the development of this proposal?
3. What has your engagement process told you about the burdens or benefits for different groups?
4. What has your engagement process told you about the factors that produce or perpetuate racial inequity related to this proposal?

Historically, staff has had difficulty reaching renters and communities of color using traditional engagement methods, such as open houses and surveys, and relying on standard promotional methods, such as newspaper announcements, citywide newsletters and NAC updates. In the past, staff has had some success attending events where renters and communities of color are already gathered, but those events were cancelled during the pandemic.

However, renters and communities of color are the groups most likely to benefit from more diverse housing options for many reasons, including but not limited to a history of racial segregation and racist housing practices, the fact that many communities of color are more likely to be cost-burdened (pay a large percentage of their income for housing), and the need to accommodate larger families and/or multigenerational living.

Some of these groups include:

- **Renters.** Black or African American, Latinx, Native American, and Native Hawaiian and Pacific Islander communities who are more likely to rent their homes than own, which limits which neighborhoods people can live in since rentals are mostly concentrated in multifamily, commercial, and mixed-use zones. For example, in Beaverton the Latinx population is four times more likely to live in multifamily residential, commercial, or mixed-use zones than in single-family zones.
- **Immigrants.** In Central and East Beaverton, there is a large immigrant community consisting of people who identify as Asian, Chinese, Filipino, Korean, Latinx, and Middle Eastern and North African. In West Beaverton and Aloha, more than half of African, Asian, Asian Indian, Chinese, Filipino, Korean, Middle Eastern and North African, and Vietnamese communities are immigrants. A common theme among these groups is the need for more housing units that are large and culturally appropriate for multigenerational living. Furthermore, many of these groups are more likely to benefit from alternative forms of civic engagement due to their status as immigrants without US citizenship.
- **Racially segregated populations.** Throughout Washington County, Latinx residents face the highest levels of segregation, followed by Asian Americans and Pacific Islanders. And some reports also indicate an increase in African American segregation in Washington County.
- **Residents concerned about potential displacement.** Throughout Washington County, African Americans households, Latinx households, households that include a member with a disability, and large families all experienced higher rates of displacement than the average survey respondent.

Collectively, these communities should all benefit from additional engagement, but for some, housing needs might be more pressing. For example, the largest community of color in Beaverton is the Latinx

population, which also faces the highest levels of racial segregation. Additional outreach with the Latinx community should be a top priority.

Another priority area includes the Black or African American and Native American communities. Through enslavement and genocide, respectively, both groups have been subjected to violence and the more enduring effects of systemic racism in the United States for hundreds of years. Even today, their housing stability, educational attainment and earning potential are consistently lower than white people and other communities of color. Middle Eastern and North African is also a high priority given the combined effect of their population size and the fact that many are immigrants without US citizenship, so they may benefit from alternative forms of engagement.

In addition to the Latinx, Black or African American, Native American, and Middle Eastern and North African communities, additional outreach with the Filipino, Vietnamese, and Native Hawaiian and Pacific Islander communities would be beneficial based on existing housing disparities. These populations are smaller, but together, form a large group.

These potential priorities were based on staff research (which mostly relied on census data, GIS analysis, and historical records), Washington County's *Analysis of Impediments to Fair Housing* report (2020), and the *Leading with Race* report by the Coalition of Communities of Color (2018).

In *Leading with Race*, outcomes and indicators for communities of color were only reported for the Beaverton area if they were large enough and have low margins of error. That is why certain groups, such as Cambodian, Japanese, Laotian, Nepali, Romanian and Thai, were not included above; however, many of these groups may also benefit from additional public engagement.

How did staff prioritize <u>multicultural</u> engagement in phase two? To prioritize multicultural engagement moving forward, staff front-loaded multicultural engagement in phase two because it often takes more time than traditional citywide engagement for several reasons:

1. The city does not currently have the infrastructure to rapidly connect with communities of color as it does with the eleven NACs,
2. Translation requests must be submitted two before an event,
3. Hiring interpreters for in-person or virtual meetings also takes time,
4. Staff may need to issue stipends or other forms of compensation to compensate participants for their time and expertise regarding their lived experience and to remove practical barriers by providing things like childcare. Departmental approval and approved budget funds, and
5. Staff may need to build trust with communities before introducing the project.

In addition, staff conducted this phase of engagement during a pandemic when virtual meetings were scheduled in place of in-person events to protect the health and safety of all participants.

Pausing the project until in-person meetings could resume was not a viable option since this project needs to complete its work by June 30, 2022, to comply with House Bill 2001, which requires most cities and counties to update their Development Codes to allow middle housing in all neighborhoods.

Interviews. With these limitations, staff started by interviewing multicultural leaders in the community; current and former Diversity Advisory Board members; affordable housing providers, advocacy groups; and nonprofit builders. Through their lived experience, identity, or day-to-day work, these community members have a deeper understanding of various housing needs within the community. They also understand how these needs might have changed in the past year given that the pandemic and recession exacerbated existing housing disparities among communities of color.

Research. Through interviews, staff also requested recent housing-related research focused on communities of color from Metro and Washington County. Knowing that the same community groups

are frequently asked the same questions by local governments and research institutions each year, the intent was to build a foundation of what we already know, focus on asking fewer and newer questions, and respect the time and emotional labor that many people of color have already invested in similar public outreach efforts.

Community Meetings. Interviews and research provided staff with a better understanding of community-specific issues and priorities that could be explored through community meetings with renters, immigrants and communities of color.

For example, as part of the city's efforts to incorporate a variety of ideas and perspectives into the city's housing projects and programs, the city in partnership with Unite Oregon established the Inclusive Housing Cohort, a new group that is composed of culturally and racially diverse community members with an interest in housing. Unite Oregon is a community organization led by people of color; immigrants and refugees; rural communities; and people experiencing poverty to build an intercultural movement for justice in Oregon. The Inclusive Housing Cohort is providing feedback for the Housing Options Project, Cooper Mountain Community Plan and the city's Metro Affordable Housing Bond projects.

Additional multicultural community meetings included the *Creating Neighborhoods for All* community event, a virtual event hosted by **Unite Oregon** (translated materials and interpretation available in Spanish); a virtual *Community Healing Event* hosted by **Go Ye Ministries** (in English, attended exclusively by African immigrants in the Beaverton area), and the in-person *Spring with Family and Friends Event* hosted by the **Tualatin Hills Park & Recreation District** (translated materials available in Spanish and Arabic, attended by a mix of white, Latinx and Asian families).

Spanish Virtual Open House and Survey. Staff also created a virtual open house and survey in Spanish so that people could learn more about the three alternatives and provide feedback through a survey if people wished to share more.

How did staff conduct <u>citywide</u> engagement in phase two? After a foundation had been established for multicultural engagement, staff resumed planning citywide engagement. Public engagement efforts included:

Live and Virtual Open House and Survey. Staff hosted a live online open house for the project where attendees could submit questions in advance and in real time. The Public Engagement Division helped promote this event on the city's main Facebook page and on all 11 NAC Facebook pages, emailed the event to all Boards & Commissions members, featured it in the NAC Friday Update on two occasions, featured it in newsletters (the Beaverton School District weekly newsletter, Cultural Inclusion newsletter, and Arts Program newsletter), forwarded the event to the Housing Technical Advisory Group (HTAG), sent it to the Beaverton Chamber to promote, and sent a notice to the "Main Calendar" subscribers when the event was posted to the City Calendar.

In addition, staff created a virtual open house and survey so that people could learn more about the three alternatives and provide feedback through a survey.

HOP Work Group. Staff conducted two meetings with the HOP Work Group to discuss priorities and review the three alternatives together. The HOP Work Group is a standing group of 10 community members with an interest in housing, racial equity, and the protection of trees and natural resources. Members are from the DAB, BCCI, Visioning Advisory Committee (VAC), and the Highland NAC.

Advisory Boards and Committees. The alternatives were presented to the Beaverton Committee for Community Involvement, HTAG, and the project's Technical Advisory Committee (TAC). Staff also introduced the project early in phase two to the Diversity Advisory Board and the Urban Renewal Advisory Committee (URAC), but these meetings mainly focused on the racial equity framework for the project that would be used to develop the alternatives.

Interviews. Interviews with developers, homebuilders and representatives from one bank have been ongoing through phase two since they were jointly coordinated with the Cooper Mountain Community Plan.

EVENT SUMMARY AT-A-GLANCE

Below is a complete list of all engagement efforts in phase two as of June 30, 2021.

Events: 44

Participants: 300 (approximately)

Staff estimates that we engaged 300 community members, which does not include technical staff from other local governments and service providers, Planning Commissioners or City Council members.

People of color account for at least 35 percent of all community members who provided feedback, and white participants account for an additional 35 percent. Staff does not have demographic information for the remaining 30 percent.

Participants by event include community meetings (7 events, 123 people), interviews (23), advisory groups and committees (8 meetings), a citywide live open house (15 attended live event, 81 watched later), alternatives survey (65 responses), a virtual Open House in English and Spanish (only total web visits are known, not unique visitors), Planning Commission work sessions (2), and City Council presentations and work sessions (3).

Communities of Color engaged: African, Asian and South Asian, Black/African American, Latinx, Middle Eastern and North African, Native American, and Slavic.

Demographics engaged: Renters and homeowners; recent immigrants; multigenerational families; single parent households; young adults and older adults; people with mobility issues; and current Beaverton residents and people that would like to move to Beaverton.

Translated materials: Arabic, Spanish, Thai.

Interpretation during meetings: Farsi, Spanish, Thai.

Nonprofit builders, affordable housing providers, and advocacy groups: Bienestar Oregon, Causa Oregon, Family Promise of Beaverton, Habitat for Humanity Portland Region, Portland Refugee Support Group, Proud Ground, Unite Oregon, and the Welcome Home Coalition.

Developers, Homebuilders, and Banks: Blue Sky Property Northwest, David Weekley Homes, Homebuilder's Association of Metropolitan Portland, Key Bank, Kinton Land Development, Marnella Homes, Metropolitan Land Group, Pahlisch Homes, Portland Houseworks, Riverside Homes, Taylor Morrison, and West Hills Development.

Local Governments and Service Providers: Beaverton Police Department (BPD), Beaverton School District (BSD), Clean Water Services (CWS), Department of Land Conservation and Development (DLCD), Metro, Oregon Department of Transportation (ODOT), TriMet, Tualatin Hills Park & Recreation District (THPRD), Tualatin Valley Fire & Rescue (TVFR), and Washington County (Department of Housing Services and Department of Land Use and Transportation).

UNITE OREGON'S INCLUSIVE HOUSING COHORT (ongoing)

Cassera Phipps, City of Be...

Maria Dolores Torres (She...

As part of the city's efforts to incorporate a variety of ideas and perspectives into the city's housing projects and programs, the city established a new group that is composed of culturally and racially diverse community members with an interest in housing. In partnership with Unite Oregon, the city formed the Inclusive Housing Cohort. Meetings are held monthly. Translated materials and interpretation available in Spanish and Thai.

SPRING WITH FAMILY AND FRIENDS EVENT (May 2021)

Community members also shared feedback on desired housing types and design considerations at an in-person event hosted by THPRD at Vose Elementary School in May 2021. Translated boards and project handouts were available in Spanish and Arabic.

TAKEAWAYS from the Community

Key findings from multicultural and citywide engagement can be classified into two categories described below. This memo also will describe which alternatives best support these themes, focusing on those with the most community-wide support.

- **Cross-cultural Themes.** Cross-cultural themes are themes that generally traversed most communities, including communities of color, immigrants, refugees, and white residents; renters and homeowners; low-income earners and high-income earners, single parent households; multigenerational families; young adults and older adults; people with mobility issues; current Beaverton residents that love living here or are considering moving away from Beaverton; and people that would like to move to Beaverton but cannot find affordable housing. In sum, these themes resonated with many people whose housing needs, lived experiences, and financial capacity might be different.

- **Community-specific Themes.** Community-specific themes were thoughts or concerns voiced by a smaller group of people or thought or concerns that participants indicated they were secondary concerns.

Describing engagement results in a summary format is challenging because often participants comments were nuanced, some people disagreed with certain ideas or only a small group of participants from a particular community participated. In addition, racial, ethnic and cultural communities are diverse and contain individuals with a variety of viewpoints.

Furthermore, sometimes staff had the opportunity to have more in-depth conversations with participants at multiple meetings, and sometimes staff only presented the alternatives at a single meeting. For example, with the Inclusive Housing Cohort, staff met with them on four occasions to discuss the project. This allowed staff the opportunity to gauge interest on certain topics at one meeting, such as shared open space or multigenerational living options, and then explore those issues in greater depth at a subsequent meeting.

In other situations, staff focused more on building trust with communities where there was not already a stronger relationship and taking the time to listen about general housing needs, without making an ask for additional community members to participate in the project. This was the case for interviews with Black/African American and Native American community leaders. To supplement our research, staff had access to public engagement summaries from recent housing-related focus groups in Washington County with local Black/African American and Native American residents who had already shared their thoughts on housing.

With that in mind, the engagement themes and conclusions below attempt to provide high-level descriptions of what staff learned and different ideas we heard about the alternatives and about people's housing needs and preferences.

More engagement details will be released later, and staff welcomes comments from engagement participants or community members who did not yet have a chance to participate.

Cross-Cultural themes where there is <u>more</u> agreement

1. **New housing should build community.** Many people thought that new housing should build community (such as by promoting interaction among neighbors), but to do it successfully depends upon the right balance of housing, people and open space. Some people thought that existing single-family neighborhoods, with one home on one lot, were too sparsely populated to build community. And some were concerned that dense communities, with large apartment buildings and minimal open space, might be too crowded to build community. Although there are examples of strong community bonds in all types of housing, participants thought more opportunities for middle housing in residential neighborhoods, if done in the right way, could promote community interaction.

   Some people thought that certain housing types, such as accessory dwelling units, duplexes, and cottage clusters, might provide more opportunities for neighbors to get know each other, as opposed to townhouses.

   When asked to elaborate on how shared space in multifamily homes, such as triplexes and quadplexes, might foster community, many people preferred outdoor space to indoor space because outdoor spaces are more inviting. And many preferred back yards and interior courtyards over front yards, citing privacy and safety as their main reasons. Interestingly, some people were critical of front yards, not understanding their purpose, while others still appreciated them, including some recent immigrants and long-time homeowners.

   > *Immigrants need gathering spaces, but the size and location isn't important. It can be a larger living space inside or an outdoor gathering area. They host a lot, and they care to keep their home open to other Africans in need, but it's hard when you don't have the space. It's also how people heal and take care of each other.*
   > **–Carolyne Achienza, DAB member**

   Many people provided additional information about the benefits of shared spaces that help build community such as including spending time with family, friends and neighbors at barbeques and picnics; providing a safe place for children to play; supporting elderly neighbors in the building or neighborhood; sharing a small garden that could provide food for the community; relying on neighbors to watch animals when you travel; and an overall sense of safety and connectedness.

   > *Community space outdoor is the best in my book. That is what we are missing the most in living in a more suburban area. There is almost that loneliness. When you are walking around, you don't really see people until you go to school or a park.*
   > **– Inclusive Housing Cohort Member**

   Some people were open to less open space if it were near a school, park or community center, but it would need to be within a short and safe walking distance.

2. **Access to nature is important for our physical and mental wellbeing.** This next theme partially overlaps with the previous theme because both rely on open space to provide benefits. However, access to nature is called out as an independent theme because many people commented on the importance of open space, trees, and clean air to provide physical and mental health benefits for children and adults.

Even when people were open to compact, single-detached homes on smaller lots (compared to existing minimum lot sizes) or multifamily homes on smaller lots in existing residential neighborhoods, many thought it was still important to provide some open space.

> *It's been proven in numerous research studies that relaxing in green/open space decreases stress and improves mental health. People need some green [space] to de-stress in - and shouldn't have to drive an hour to reach such a place.*
> **– Survey Respondent**

> *Outdoor space is critical for everyone's health and well-being and it is especially important to ensure that affordable housing includes beautiful outdoor spaces because people living in affordable housing are less likely to have cars or for parents to be able to drive their children to parks or other activities every day.*
> **– Survey Respondent**

3. **New rules should allow flexibility.** A recurring theme is that many people just want more flexibility with what they could do with their property. This include could more flexible setbacks, height maximums, building orientations, off-street parking maximums, and smaller homes that can grow over time.

> *Anything one size fits all does not work – context matters – flexibility is important.*
> **– Inclusive Housing Cohort Member**

> *For increased flexibility, there should be some consideration to the ecosystem of community services available within the immediate neighborhood. For example, maybe the number of required parking spaces [can] be reduced as the walkability and public transportation scores go up (and vice versa where public transportation is not available). Or the amount of shared green/community space required be reduced or increased depending on the lot's proximity to a community park.*
> **– Survey Respondent**

In several meetings with communities of color, staff explored the theme of culturally responsive housing, recognizing that traditional gender roles, family dynamics, culture and religion affect the way that we occupy space and connect with people inside that space. But even in these meetings, most people did not feel the need to recreate what was once familiar to them at a different place and time. For some people, front yards were preferable because they connect to the street. For others, privacy was more important, making the rear yard more desirable. But overall, many did not want to the code to require one or the other, they simply wanted more choices so that the decision could be theirs.

> *We grew up in a community where the front yard is bigger than the backyard because life happens in the front yard – that is the Kenyan home.*
> **–Carolyne Achienza, DAB member**

Culturally responsive housing means many things to many people. There isn't one housing type that works for every culture or every family. What's important is flexibility so that people can

use houses the way that works best for their family (small or large) and adapt these houses as their families change, or if they sell the home to someone else.

Another reason for flexibility is to reduce the perceived threat of demolitions. Some people are worried about changes to their neighborhoods and indicated that they would be more open to newer housing types if existing homes could be converted to middle housing. Flexible setbacks might be one way to better support internal conversions and renovations of single-detached homes in existing neighborhoods.

4. **Affordability matters more than housing type or location**. For many people, including renters and homeowners concerned about the housing crisis, affordability is one of the most important issues, and it deserves immediate attention.

> *What if we look back at this current period of 10-15 years and we might lose it – at all levels – the diversity, the affordability – is this a passing moment in time?*
> **– Jordan Thierry, co-founder of the Beaverton Black Parent Union**

Many people indicated that they support housing variety, but ultimately, the housing type does not matter. What matters is how we prioritize affordability, accessibility and community.

> *Affordable housing is MOST important to us.*
> *Even the townhouses out [here] are very expensive.*
> **– Creating Neighborhoods for All attendee**

> *A single person should have as much opportunity as a two-income home or multigenerational home. City workers should not have to look at Hillsboro to afford to live. One city paycheck covers rent here. How does that seem right? Affordable housing shouldn't mean "low income."*
> **– Survey Respondent**

Some affordable housing providers indicated that one of the biggest problems is that the region is working with such a low inventory. If builders can efficiently build homes, and make them smaller, then perhaps they could move these newer homes closer to a price point that is within reach for more families.

> *We need more housing to address the crisis in our community, and bring down the cost of housing. We just need to push the gas on housing development. We need everybody building housing. I'm in in favor of building more housing of all types, including nonprofit and for-profit builders.*
> **– Nathan Teske, Executive Director of Bienestar**

And some people expressed interesting in the city mandating affordable housing in newer housing developments, even if it's only a single unit, or potentially limiting the allowed home size for single-detached homes but increasing the allowed building size of multifamily homes to incentivize development.

5. **We need more low-cost homeownership opportunities**. This next theme partially overlaps with the previous theme, but it is called out because many people indicated that they don't just

want more affordable rentals. They want to buy their first home, and rising housing costs have made this unattainable for many individuals and families.

Many people thought that if homes were built smaller, then they would be more affordable. And if a homeowner wanted to expand later, then it would be easier after they had already built some equity in their house.

> *Most families wanting to live multigenerational cannot afford huge homes, nor would they be able to afford to purchase a entire multiplex. But they COULD start with a modest home and gradually add on the ADUs they need to make affordable housing for their multiple generations plus one tenant.*
> **– Survey Respondent**

Building wealth through homeownership was a prevalent theme especially in multicultural meetings, considering that communities of color have been historically excluded from the benefits of homeownership. Some people shared that it was their dream to own a duplex so that they could live in one unit and rent out the other unit so that the home could be used as an investment vehicle. Others shared that homeownership is not only about building wealth, but also about feeling settled in your community, and this is important for immigrants and refugees who left their homes in other countries.

> *Don't just think of units, think of how many Black people own units.*
> **– Diversity Advisory Board member**

> *I can also see merit in the choice of smaller homes that cost less to rent (or buy!). By relaxing or doing away with off-street parking requirements, enabling buildings to be higher, and maybe allowing for a mix of home sizes (some larger for larger/multi-generational families, and some smaller that are more affordable) in one development. Another goal for this project should be to find a way to embed newer multi-family housing into the fabric of what have been predominantly single-family residential neighborhoods.*
> **– Survey Respondent**

6. **Mixed-income, mixed race communities are more welcoming.** In discussions about where new housing types might be allowed, or which housing types might be more prevalent, people expressed reservations and hope for these opportunities.

   One concern, especially among communities of color, is that some of these housing types will only be built in certain areas, denying children who grow up in these areas opportunities that are more readily available in mixed-income, mixed-race communities. But the idea that these housing types truly could be integrated is what inspires many others.

   > *I am concerned about housing developments that might be segregated from areas where there is not more economic opportunity. Where you don't feel hope, poverty perpetuates.*
   > **– Brandon Culbertson, DAB member**

Some people shared that they already don't feel welcome in areas that feel "very white" and wonder if there might be pushback to housing variety in single-family neighborhoods. When looking for housing nearby in the past, some people thought they were steered away from whiter neighborhoods.

And others shared that the reason their families might be in this area is because their families were displaced from other areas in the region or the world, over time, and it may not be possible for them to return to those places for many reasons. So, feeling unwelcome in a new community is especially painful for many of these people.

According to several local nonprofit builders and providers that were interviewed for this project, mixed-income communities accomplish the bigger goal of increasing diversity, promoting tolerance, and moving towards a more welcoming community for all.

> *For first generation immigrants, safety for our children and ourselves is important. So, we avoid areas unconsidered unsafe, where there might be more gun violence. But we end up in places where our children are the only ones in the school that are children of color… we have to be more welcoming to bring more people of color into neighborhoods.*
> *– Community Healing Event attendee*

7. **Families of color are more often multigenerational, which shapes housing preferences.** A strong theme among many participants is that newer housing types should have at least two or three bedrooms to support multigenerational living. And many participants, including people of color and white respondents, indicated that this is especially important for families of color that are more likely to prefer multigenerational living for many reasons.

> *If you're talking about serving families of color, you must build two-, three- or four-bedroom units. You can't serve these communities with tiny units. If you use the air space [to go taller], you can get more bedrooms into those units. Then maybe reduce some open space. Yes, outdoor space is important, but I'd rather have a child's bedroom. Right now, kids are living in cars and hotel rooms because there is no place else for them to go.*
> *– Diane Linn, Executive Director of Proud Ground*

Multigenerational living provides many benefits. For some, it might be to save money. But for others, it's not about money. For many families of color, including recent immigrants and Native Americans indigenous to this country, living with elders is tradition. Elders not only provide cultural exposure and education but also help take care of children so other members of the family can work. And as they age, younger adults can then become caregivers to their aging parents.

> *Again, smaller homes, in robust community ecosystems, solves for all the goals: More affordable to buy AND to maintain. More environmentally friendly to construct AND to live in. Smaller, more affordable units mean multigenerational families can afford to live together. And more greenspace and more communal environments mean better social well-being, again more affordable sustainable living (sharing of items, gardens, etc.)*
> *– Survey Respondent*

When asked if other housing types might be better suited to multigenerational living, many people thought the number of bedrooms was most important, but otherwise they were flexible. But presumably, single-detached homes with ADUs, duplexes and cottage clusters might be more likely to have more bedrooms since they might be larger or more accessible, which sets up the next theme.

8. **Accessible homes should be encouraged or incentivized**. A universal theme among a lot of participants is the need for more accessible housing. Some people are looking to downsize and would like a smaller, accessible home in their community, but simply can't find one.

> *Building design demonstrates our values, both as a community and as occupants. If possible, I never want to live in an ugly house. I am fortunate to have a beautiful home, but it is not accessible, so I worry about where I will live if I need an accessible dwelling in the future.*
> *– Survey Respondent*

And others would like a larger home with at least one master bedroom on the ground floor, or a small backyard cottage with a zero-step entry, so that their parents can live with them.

> *The ideal for all the multigenerational families I know is a modest home, with a basement apartment for their adult children, backyard cottage for their aging parents, and maybe a small apartment above the garage to provide some income.*
> *– Survey Respondent*

Many people were concerned that even if more housing types are allowed in neighborhoods, developers will only build townhouses because they are easier and more profitable.

Some people expressed support for developer incentives that would provide more accessible housing. And some developers and homebuilders indicated that the city might see more accessible units if higher density housing is allowed in more locations because this would facilitate stacked quadplexes and sixplexes where the bottom two units could easily be made accessible.

9. **Climate change should transform how we build homes and communities**. Concerned about the effects of climate change, many people thought that the city should prioritize long-term needs over short-term concerns. What world will we leave our children in 50-75 years?

> *No minimum parking requirements, as that usually induces traffic/car culture. We need to entice more people to use public transport, especially in this climate crisis age. [Support a] car free lifestyle.*
> *– Survey Respondent*

Specific concerns include the fact that increased impervious coverage, either from large buildings or lots with wide driveways and surface parking, would contribute to the urban heat island effect, especially if trees are removed to build more homes and parking, and increase the need for stormwater management.

My personal preference would be to relax many of Beaverton's multi-family design requirements and to make them consistent with what is currently required for single-family housing. Perhaps the exception to this, would be that I believe more attention is needed for tree protection on both single- and multi-family housing developments.
— Survey Respondent

Smaller homes that use less energy and reduce our carbon footprint were called for by many people. And allowing more homes on one lot, but providing some open space, was also supported by many because it might mean that we do not have to expand the urban growth boundary for some time.

As we're facing a climate crisis, everything we do needs to be addressed through that lens, and building design offers a huge opportunity to help reduce the carbon impact of our city as we move forward. Smaller and denser affordable housing with open/green space is crucial to help us lower our impact and help create a livable environment for everyone, not just those with the means to own property.
— Survey Respondent

When considering the tension between more homes on one lot, and the need to protect open space, some people were open to taller buildings if it meant saving trees and open space. And others mentioned the additional benefits of open space in neighborhoods, such as promoting biodiversity and advancing food sustainability.

Cross-cultural themes where there is <u>less</u> agreement

1. **Some people want to eliminate parking. Others want to maximize it.** Parking is where people's preferences diverge most greatly. Reasons vary, and no significant differences were found among race, ethnicity, housing tenure or income.

   Some wish to eliminate off-street parking requirements or create off-street parking maximums for environmental reasons, indicating that the city needs to move away from a car-centric culture. Others recognized that more people would drive electric cars soon, and they will need access to convenient and reliable electric vehicle-ready (EV-ready) parking spaces, preferably on-site.

   I do NOT like maximizing parking.
   Building more infrastructure for cars results in more cars.
   — Survey Respondent

   I am not convinced that [minimum] on-site parking requirements are needed. Is there any place in Beaverton where there is not a surplus of on-street parking to meet this need? I say eliminate all the on-site parking requirements.
   — Survey Respondent

   Others want a context-sensitive flexible approach that varies by neighborhood. For example, neighborhoods near transit or areas with wide streets and adequate on-street parking could

have off-street parking requirements reduced. But areas without these amenities could have minimum parking requirements of between two and four parking spaces per site.

And some think Beaverton is a car-centric city and urban planning should account for current travel behaviors.

> *Beaverton is still a very car-centric city. Mass transit is still a thorn in the side if origination and destination not on a line - multiple transfers make a simple 20-minute drive into an hour or more just riding/switching to get to destinations. These homes could easily have two or more adults in them, each with their own vehicle and that means many people jockeying for street parking.*
> **– Survey Respondent**

Parking can also be expensive, and off-street parking requirements can affect the development feasibility of many projects. Some respondents who shared these thoughts also indicated that they support reduced to zero off-street parking requirements for affordable housing projects if it helps them get built.

> *If you take one thing away from this meeting, it's about parking. Yes, everyone wants wonderful looking places that are set back and well-designed. But everything must be balanced. Parking costs extra money.*
> **– Diane Linn, Executive Director of Proud Ground**

> *Too much parking increases the cost of the housing, especially on transit or biking corridors. Why make people pay for that if they don't need it (especially if on-street parking is available)?*
> **– Survey Respondent**

And last, some people indicated that not requiring parking is inequitable because it prioritizes young and healthy people that can walk or bike to work, and disproportionately harms low-income earners that might rely on cars to get to two or three jobs in different locations, and in some cases, use the car to perform their job.

> *More problematic is the discrimination that the limited parking space represents, especially against the elderly, the physically disabled, shift workers, and families with young children. Although residents should be encouraged to cycle and use public transportation, not everybody is sufficiently healthy to walk long distances or to cycle (with children or with a week's groceries), especially when it is dark and wet.*
> **– Survey Respondent**

Community-specific themes

1. **Some support for design standards, but values and priorities are varied**. For many people, housing design is important, but the reasons vary.

   Among communities of color, promoting community and neighbor interactions, advancing environmental goals (such as reducing energy use or saving trees and protecting the privacy of residents for religious reasons) were provided as major reasons why housing design might be

more important. Providing an attractive place to live and minimizing tall buildings that shade neighboring homes or yards were less important.

In citywide events, where mostly white residents either participated in meetings or responded to the survey, providing an attractive place to live was the most important reason, followed closely by advancing environmental goals. Other reasons included protecting the privacy of neighbors concerned about views into their yard, minimizing tall buildings that shade neighboring homes or yards, promoting community and neighbor interactions, and supporting housing designs that respond to different cultural values and practices. Least important was protecting privacy for religious reasons.

> *In general, I am wary of design requirements and how design review has historically been a way to kill new equitable housing initiatives. I believe that if Beaverton intends to use design requirements on new multifamily housing proposed under this initiative, then it should also apply similar design requirements on new single-family housing.*
> **– Survey Respondent**

What design features encourage neighbors getting to know one another? Shared spaces, such as shared courtyards and indoor community spaces; front yards where kids can play; and front porches were thought to build community the most.

Ground-floor entrances visible from the street, a home with an entrance closer to the sidewalk, and upper floor balconies were not considered to help neighbors get to know each other in residential neighborhoods.

In other words, people thought that shared spaces promote community interactions more than architectural features in single-detached and multifamily homes.

Which design features in the images do you think make a home more attractive? More than other design features, a home with landscaping, trees, or a garden was described as the design feature that makes a home attractive, a sentiment shared mostly by white homeowners, but also by some participants in multicultural meetings.

For many, other design features that make a home attractive include some window coverage, a garage that is not closer to the street than the rest of the home, a garage(s) that does not occupy most of the lot width, and many different things because architectural variety is important (as opposed to homes that match the size, style and shape of others on the block).

> *Yes, we need to increase housing and improve affordability. But we want a beautiful city. We don't want the city to lose its charm.*
> **– HOP Work Group member**

If you believe privacy is important, why is this important to you? For those that desire privacy in their homes, some people indicated that privacy makes them feel safe or protected from harm and allows freedom of expression without judgment. Less important reasons were that privacy provides a sense of solitude or respects religious or cultural customs.

Ideal features that protect privacy were trees or vegetation that blocks view into a home, or the ability to access an interior courtyard in a single-detached or multifamily home. Deeper

front setbacks, hidden or partially concealed entrances and fences between homes that are at least six feet high were not deemed as important.

> *I wear a hijab in public, but not in my home. So, privacy is very important.*
> **– Inclusive Housing Cohort Member**

2. **Some support for context-sensitive design, but limited**. Some people, mostly white residents and older adults, appreciate context-sensitive design that established different rules for different neighborhoods based on the size and height of existing homes in the neighborhood. In many cases, these participants still support housing variety but prefer a when new homes match the size and height of existing homes. Notably, this was a smaller group of people.

> *I appreciate that [one] approach is trying to be neighborhood sensitive. One of the best ideas of a neighborhood involves the idea of people 'getting along', and this is probably the only option that might achieve this goal.*
> **– Survey Respondent**

3. **Mixed opinions on where new housing should be allowed**. Some people thought that housing should be allowed everywhere to maximize the housing supply and increase opportunities for all types of families. Others thought more housing should be allowed specifically near transit, schools, parks and childcare services.

> *Single family dwellings were a good idea when we had lots of land. Now we have lots of people and less land. Build those new multifamily homes now.*
> **– Survey Respondent**

And a vocal minority believe that single-family neighborhoods should not allow newer housing types because of the perception that multifamily homes are "ugly," "cheap," "crappy," "unattractive," and "poor quality." Other concerns were that multifamily homes might lead to more crime in neighborhoods, contribute to blight, or ruin the character of a neighborhood. These comments were only made by white residents (older and younger) and people whose annual median income was over $100,000 per year.

> *The look of a neighborhood definitely sells a home, and multi-unit dwellings, not well regulated, will definitely look out of place and make a neighborhood look worse. They can also cause traffic issues in a neighborhood that make the neighborhood unattractive and less desirable.*
> **– Survey Respondent**

> *If placed in an older neighborhood with single-level homes, [multifamily homes] would destroy the neighborhood. Many people paid a lot of property tax and worked hard for many years to have single-level detached homes. It is wrong to build next to them and destroy the neighborhood character.*
> **– Survey Respondent**

4. **Concerns that taller homes may limit privacy or block sunlight**. Some people were concerned that taller homes might limit privacy, either between adjacent homes on different lots or

multiple homes on the same lot. However, this did not significantly alter their support for housing variety. Instead, it usually signaled a support for design standards that could be used to regulate the appearance of homes and distance from property lines.

These comments were mostly shared by participants who wear a hijab in their daily life and white residents who thought that taller buildings might limit privacy or block sunlight needed for solar collection or gardening.

5. **Concerns that CCRs will limit where new housing can be built**. In our technical meetings with people who have more experience with land use, real estate development, homeowner's associations, and local governments, some people expressed concerns that Covenants, Codes and Restrictions (CCRs) will limit where new housing can be built.

   This does not imply that people in community meetings are not concerned about CCRs. On the contrary, it might be that some people are not aware of the history and legal precedence of CCRs and that they might affect some neighborhoods more than others.

6. **Concerns that [System Development Charges](#) (SDCs) and public improvements are bigger development barriers**. Many affordable housing developers and homebuilders, and some community members, indicated that SDCs and the cost of public improvements (such as roads or infrastructure that developers must build) are bigger development barriers than zoning. Even when land is free, it does not help that much if the property needs major public improvements. So, if changes are not made to this system, then housing prices will remain expensive for the foreseeable future.

7. **Concerns that new housing will be used for short-term rentals**. A few people were concerned that if the city allows more housing with more bedrooms, then instead of these homes being used by multigenerational families, they will be used by people looking to profit from short-term rentals, such as through Airbnb. Specific concerns included disrupting community life and taking homes off the market that could be used for local families that need the space.

Alternatives Preferences

Staff presented the alternatives in virtual community meetings (with interpreters for Spanish, Thai, and Farsi), at one-in person meeting (with translated materials in Arabic, Spanish and Thai), at a citywide live open house, at meetings with city advisory boards, and during interviews with for-profit and nonprofit builders. In addition, staff created an online Open House (in Spanish and English) with a survey (in Spanish and English) that requested feedback on the alternatives.

In some cases, people strongly favored one alternative or another alternative. In other cases, people expressed a preference for one alternative, but it might not have been a strong preference. For example, some people are primarily interested in increasing housing supply, and open to however the city does it if it expands choices, and hopefully, this helps reduce housing prices over time.

And some people expressed a preference for one alternative but indicated that the city should consider locational factors. For example, many people preferred Alternative 2, which prioritizes open space, but also indicated that if Alternative 2 is within a short, safe, and comfortable walking distance of a park, then perhaps the open space requirement could be waived if it meets that condition.

Below is a summary of what people thought about each alternative, including benefits, concerns and additional considerations.

- **Alternative 1**, which prioritizes flexibility and allows larger units by not requiring parking and or open space, generally has less community support than Alternatives 2 and 3.

  Through community meetings and surveys, staff asked the community about benefits and concerns associated with each alternative. Below are their responses:

  A. What do you think are the benefits of Alternative 1 (High Opportunity)?

      - Many people commented that larger homes that could support multigenerational living if they had three to five bedrooms.

      - Some people appreciated that this option does not require parking and supports a car-free lifestyle.

      - Some thought that this option might work well on smaller sites that are harder to develop and could use the flexibility.

      - Some people supported the idea of more homes on smaller lots because it is an efficient use of land and might reduce the need to expand the urban growth boundary in the near future.

      - Some people, including the public, affordable housing providers, and advisory group members, thought Alternative 1 might provide more flexibility when building affordable housing. For example, depending upon the families that would live in the home, a nonprofit could build a triplex that has four to five bedrooms in each unit and some parking, or a smaller quadplex with less parking. More flexibility means more freedom to tailor the project to the families that will be living in these homes. Interestingly, all affordable housing providers indicated that they would want some parking, even if the building might be a little smaller.

        Given how dire the housing crisis is and the lack of remotely affordable housing in Beaverton, this option is very attractive.

        – Survey Respondent

B. What <u>issues</u> concern you about Alternative 1 (High Opportunity)?

- Many people commented that larger homes might be too expensive for the multigenerational families that might need them the most.

- Some affordable housing providers were concerned that if Alternative 1 were allowed citywide, then land value may increase, making it more expensive to build. For these interviewees, limiting Alternative 1 to affordable housing providers only was appealing. However, for other interviewees, limiting Alternative 1 to affordable housing providers only was not supported because it might limit supply or reinforce segregation patterns if different standards are applied to different projects, and affordable housing projects are clustered in certain neighborhoods.

- Many people indicated that trees would need to be removed to accommodate bigger homes. When asked to elaborate on why the loss of trees was important, people mentioned that they were concerned about both the immediate loss of nature in neighborhoods, the long-term effects of climate change, and in some cases, both.

- Bigger buildings with no parking did not make sense to some people who believed that building size and parking should increase at the same rate. These participants thought that if parking cannot be accommodated fewer units should be built on the site.

- When buildings are built out to the maximum size, some people were disappointed about the lost opportunity to provide open space that could bring friends and neighbors together for outdoor gatherings, allow opportunities for gardening, or provide space for kids to play.

- Other people mentioned that an approach that provides maximum flexibility will prioritize financial returns over community benefits and is least likely to advance equitable housing outcomes within the community.

- Some also thought that extra bedrooms might be used for short-term rentals instead of local families.

- Some people supported larger buildings on the condition that more detailed design guidelines are established.

[Alternative 1] High Opportunity could be re-branded as 'high profit potential for developers/property owners.' These are the buildings currently going up that look like they are designed with maximum benefit to the developer and the city's tax coffers. In 10 years, these will be highly unpleasant places to live, but developers/current property owners will be gone, so it's of no concern to them.

– Survey Respondent

- **Alternative 2** prioritizes open space, a modest amount of parking, and smaller homes.

From a cross-cultural perspective, more people expressed support for Alternative 2. This includes (generally but not every participant) communities of color and white residents, renters and homeowners, young adults and older adults, single-person households and multigenerational households, and people concerned about the housing crisis and/or climate change.

Through community meetings and surveys, staff asked the community about benefits and concerns associated with each alternative. Below are their responses:

C. What do you think are the benefits of Alternative 2 (Ecological Footprint)?

   - Many people supported prioritizing an ecological approach that directly responds to climate change by – limiting building size, reducing pavement, protecting trees, and promoting open space – to reduce energy consumption, travel by car, reduce the urban heat island effect, and reduce the need for increased stormwater management.

   - Overlapping with the point above, some people expressed that the city should be thinking 50 to 75 years from now more than it should be thinking about short-term problems in the next 5-10 years.

   - Many people were pleased to see opportunities for open space where families could barbeque, neighbors could socialize, or kids could play.

   - Some people indicated that open space, trees and nature are essential for the physical and mental health of kids and adults. People should not have to drive an hour to experience these benefits.

   - Many people were hopeful that this alternative might provide more opportunities for gardening.

   - Some people thought a modest amount of parking was a good compromise, if it meant protecting some open space.

   - Some people assumed that these would be inherently more affordable because units might be smaller than what is allowed in other alternatives.

   - Some people indicated that they support this option because it might provide more space between detached homes on the same lot, or more space between buildings on adjacent lots.

   - Some people expressed support for even taller buildings if it meant protecting trees or open space.

      This is my preferred option. I like that there is a minimum open space requirement. Could there also be a minimum number of trees required for this space? Could the setbacks be relaxed to get bigger buildings and more space per unit, while retaining the minimum required open space? I like that there is an option for no minimum on-site parking requirements in certain circumstances. Perhaps that could be generalized to all types to make more space for open space while allowing for the number or size of units to increase?

      – Survey Respondent

D. What issues <u>concern</u> you about Alternative 2 (Ecological Footprint)?

- Some people thought that keeping units small is key to fulfilling equitable outcomes so that they are more affordable and meet environmental objectives. But if too small, they might not support multigenerational families. Some people would like clarity on whether this alternative supports two-bedroom units for families and, if not, is there a way to slightly increase the allowed building size to do so? Might not work for multigenerational families.

- Some expressed interest in the size, quality and location of the space because they want to make sure that it is utilized.

- Also, some were open to a reduced open space requirement if homes are within a safe walking distance of a school, park or community center.

- Some affordable housing developers and providers were concerned that an open space requirement might affect the development feasibility of a project, while others indicated that it is important to prioritize open space that fosters community. A recommendation was made to eliminate or reduce the open space requirements for affordable housing projects only.

- Some people were concerned that more green space would require more water for irrigation.

- Some thought that tall buildings might shade nearby properties but were open to design standards that might mitigate this effect.

- Alternative 2 provides some parking, but not a lot. For example, a triplex or quadplex might have two parking spaces total for the development. Some people indicated this might be an issue for lower-income earners. In community meetings, when staff described what happens when a site must accommodate two parked cars (allowed in the front setback, side by side) versus three parked cars (the city now requires a wide driveway, so that two cars can pass each other, that leads to parking in the middle or rear of the lot), most people were not willing to trade the open space for additional parking.

  I think removing parking requirements would help private owners decide how much parking they want to provide themselves. Maybe that's zero spaces. Maybe it's one. But I don't think we should require parking for an option that claims to be environmentally friendly.

  – Survey Respondent

- **Alternative 3** has some support, but not as much as Alternative 2.

Through community meetings and surveys, staff asked the community about benefits and concerns associated with each alternative. Below are their responses:

E. What do you think are the <u>benefits</u> of Alternative 3 (Neighborhood Context)?

- Many people preferred this option because it allows one parking space per unit, and to a lesser extent, a more context-sensitive approach that would result in

different rules for different neighborhoods based on the size and height of homes in existing residential areas. Allowing one parking space per unit appeals to people with diverse socioeconomic backgrounds, whereas a context-sensitive approach resonates mostly with white residents.

- Some people were more open to this option if it were near a park, considering that open space is smaller and might not be usable in some site designs.

- Some people thought this might be more equitable because lower-income earners and multigenerational households might have more people with cars that need to get to their jobs.

- Some people believe that this option might help people resistant to middle housing in single-family neighborhoods become more open to the idea.

I appreciate that this approach is trying to be neighborhood sensitive. One of the best ideas of a neighborhood involves the idea of people 'getting along', and this is probably the only option that might achieve this goal.

– Survey Respondent

F. What issues <u>concern</u> you about Alternative 3 (Neighborhood Context)?

- Some people who preferred this option because it allowed one parking space per unit, but not because it prioritizes context-sensitive design, suggested that the concept could be improved by increasing allowed height in older neighborhoods.

- Other people who preferred this option because it allowed one parking space per unit, but not because it prioritizes context-sensitive design, suggested that the concept could be improved by decreasing allowed height in newer neighborhoods.

- Some people thought different rules for different neighborhoods was too complex, and the same rules should just apply to everyone.

- Some people were strongly against requiring up to one parking space per unit [the maximum that the city could require according to state law] because that supports a "car-centric" approach to neighborhood development.

- Many people were concerned that this option would result in significant tree removal to accommodate bigger homes or more parking.

- With more pavement dedicated to surface parking, many people were concerned that increased impervious coverage would exacerbate the effects of climate change.

- Some people were disappointed that there would be less open space that provides opportunities for people to come together. But many were not comfortable giving up the parking to accommodate the open space.

- Some people were concerned that this option might result in bigger buildings, which would mean they are closer to homes on adjacent lots.

- Some people thought the setbacks should change to decrease the front setback and increase the rear setback so that the back of buildings is not as close to property lines.
- Some people assumed that these housing types will be more expensive because more parking is required, and therefore, unattainable for communities of color and low-income earners who have consistently been priced out of traditionally single-family neighborhoods.

> *I am concerned with minimum parking requirements of 1 space/unit. This is totally unnecessary and adds to the overall cost/unit which is not good for creation of more affordable housing. Please eliminate minimum required on-site parking standards.*
>
> *I am also concerned about different standards for neighborhoods of different ages. This seems to create a premium for developers on new middle housing in newer neighborhoods, while relegating older neighborhoods to lower densities (albeit higher than what we have at present). Is this fair to all residents of Beaverton, including future residents who may not have arrived yet?*
>
> *– Survey Respondent*

TAKEAWAYS from Market-rate Developers and Homebuilders

Key findings from interviews with market-rate developers and homebuilders are summarized below. Insights from affordable housing developers were included in the community takeaways section since those conversations focused more on community needs and priorities, as well as the benefits and disadvantages of the three alternatives.

1. **Some developers prefer building housing types that resemble single-detached homes**, such as townhouses and cottage clusters. Generally, there is a perceived risk with building other housing types, such as plexes, and some developers prefer to stay within their niche. Reasons not to build plexes included:
   - Capital outlay is higher,
   - Construction costs higher for plexes than single-detached homes,
   - Construction costs might be below the market value of a new plex,
   - SDCs and public improvements are also expensive,
   - Plexes are harder to sell, and
   - Developers are weary of the condo process.

2. **Some developers consider other factors before deciding what to build**. For some developers, minimum lot size, access to transit, neighborhood amenities, neighborhood sales prices, and off-street parking requirements are more important considerations than type of housing or numbers of units.

3. **Flexible development standards would encourage more developers to build plexes**, including smaller lots for some housing types, 5–10-foot setbacks, reduced off-street parking

requirements, the option to plant new trees instead of preserving existing trees, moderate bulk and size standards (such as FAR and lot coverage) that allow reasonably sized units, and flexible design standards.

4. **Some qualities make some housing types more expensive**, including stacked housing types, garages, SDCs, extensive land use review timelines, and high land costs.

5. **Some qualities make some housing types less expensive**, including side-by-side construction, smaller home sizes, more units allowed on one site, reduced or no parking requirements, expedited land use review timelines and lower land costs.

6. Some developers think **the city should eliminate off-street parking requirements,** some think **the city should require a little parking,** some think **the city should maximize parking,** and others think **the city should require parking in some situations,** depending upon neighborhood context (street width, access to transit), lot width (small lots may not have enough frontage for off-street parking) or market conditions.

7. Some developers **support open space requirements** because it helps strengthen community relations, some thinks **it depends upon the housing type,** some thought **the city should not require open space in multifamily developments**, and others thought **it depends on if the units will be rented or owned,** because they assumed that renters are willing to walk more, but homeowners will not be willing to walk because they want more amenities on site.

8. Some developers are **open to bulk and size standards if the city can right size them,** or if they result in **more affordable homes;** others support bulk and size standards for **large lots,** but not small lots; some think they are **too restrictive**; and others think **they do not address community priorities** such as concerns about taller homes in neighborhoods, or newer homes whose design does not match architectural styles in the neighborhood.

9. Some developers **support design standards** because they help newer homes match the size, scale and design of existing homes in the neighborhood better than FAR. Other developers **oppose design standards** because they rarely make homes more attractive. **Landscaping standards were recommended** in place of design standards because they soften the edges of buildings and make newer multifamily homes seem less overwhelming.

Below are detailed responses to interview questions for market-rate developers and homebuilders.

1. Are there certain middle housing types that you think developers will be less likely to supply?
   - **Plexes**. The following responses generally apply to plexes with two to six units.
     - **Some developers prefer housing types similar to single-detached homes, such as townhouses, cottage clusters, and to lesser extent, duplexes.**
     - **Some developers are more open to building plexes, but indicated that their willingness to build depends upon:**
       1. **Location.** Some developers are more likely to put duplexes and triplexes in a more expensive neighborhood (for example, in an area where single-detached homes might sell for $600,000) and quadplexes and up in a less expensive neighborhood.
       2. **Lot size**. Some developers might build plexes on smaller lots. For example, some would build a triplex on a 3,000-4,000 square foot lot if

off-street parking is not be required. However, they might not build a triplex on a larger lot because then other housing types might be more feasible or desirable.

3. **Lot coverage**. Some developers might build various types of plexes on lots where the city allows high lot coverage. But if the city only allows lower lot coverage, then they may avoid it.

4. **Unit count**. Some developers mentioned that land prices might be too high, making a duplex or triplex too risky to build because the project does not pencil. However, if a plex with more than three units are allowed, then the project might be more feasible, and the units might be available to households that make the median family income.

5. **Allowed home size**. If a bulk standard such as floor area ratio maximum is used, then some would be open to building plexes if the units are reasonably sized. But if regulations limit potential unit size to 800 square feet or less, then they may be less inclined to build.

6. **Height maximums**. Many developers interviewed indicated that they prefer to keep structures under three floors because elevators are required for buildings that are four or more floors, and that makes the project more expensive. This came up several time in the discussion of sixplexes where developers indicated that if the lot size and development standards facilitate a three-floor building, then they might build a walk-up sixplex, but not if it's a four-floor building that

- **Townhouses**. Many developers indicated that they prefer building townhouses. Generally, many prefer building housing types where one unit can be placed on one lot. Also, many mentioned that there is a strong market for townhouses.

  One developer mentioned that he is less likely to build $350,000 townhouses in an expensive neighborhood. Instead, he would build a $350,000 townhouse in a neighborhood where other housing types or units are similar in price.

- **Cottage Clusters**. Some developers had experience building cottage clusters, but not many. However, even if developers had not built them, some thought cottage clusters were more likely to be built, considering that cottages are essentially small, single-detached homes, which are preferred by many homebuyers. That said, one developer indicated that they are building attached cottage clusters. A developer that builds a lot of cottager clusters made the following recommendations for cities to consider in their development code updates:

  - **No minimum lot sizes.** Individual lots for cottages can be very small, as low as 1,500 square feet, because the homes are small and there is not intended to be open space on the lot but part of common open space.

  - **Allow fee-simple lots.** Fee-simple, individually owned lots are the preferred ownership structure for most cottage cluster developers. If the project must be structured as a condominium, then it is significantly more complicated to finance the project.

  - **Scale fees.** Infrastructure and impact fees should be scaled to the size of the house to encourage smaller, more energy efficient and affordable homes. Base the fees on the number of toilets or plumbing fixtures, for example.

- **Tree preservation.** Be cautious about tree preservation requirements and allow flexibility. In one of their projects (Danielson Grove), it costs an additional $150,000 just in soil removal costs in order to do the grading work required to preserve some existing trees. Some of these trees have since become nuisances as they were not in good health or were too close to the homes. The Cottage Company would have preferred to plant more new trees than to take on the major expense of preserving the existing trees.

- **Condominiums**. Interviewees frequently brought up condominiums (or "condos") in the discussion, even though condos represent an ownership structure and not a housing type. According to Oregon state law:

    A typical condominium is a combination of two kinds of ownership. The owner of a condominium unit holds title to his individual unit together with an undivided interest in common with all unit owners in the "common elements," that is, the land and those parts of the building or buildings intended for common use such as the foundations, framing, siding, roofs, stairways, utility services and the like, and may also include other facilities intended to be used by all unit owners such as landscaping and parking areas. Each unit owner is entitled to the exclusive ownership and possession of his unit. The undivided interest in the common elements is inseparable from the ownership of the individual unit.

    Theoretically, housing types such as single-detached homes, duplexes, and townhouses can all be built on one master lot and then later sold as condos.

    A significant number of developers interviewed avoid condo construction because of the legal, financial and administrative complexity. Reasons include:

    - Developers are concerned that about construction defect litigation.
    - Sales documents and condo documents need to be approved by the state.
    - Documentation process must begin when project breaks ground.
    - They need to create a homeowner's association (HOA).

    One developer interviewed builds multiple detached structures on a single lot and then converts them to condos. And some expressed a willingness to consider building them, but not without some apprehension.

- **Shared Court Apartments**. One developer interviewed builds shared court apartments and prefers doing so if the court is a landscaped space that helps create opportunities for neighbors to spend time together. However, he would not build a shared court development where the court is a paved area, essentially functioning as a private road through the middle of the lot because, "Your front yard is pavement. No one talks to each other. You can't sit on your front steps and chat. Also, these units are more expensive."

2. What development standards or processes makes it easier or more feasible to build plexes?

- **Flexibility on small lots is important**.

    - **Setbacks**. If setbacks are 10 feet or less, it makes it easier to build plexes. Some indicated this would allow a triplex to work on a 3,000 square foot lot. Others mentioned that the most valuable scenario would be a 5,000 square foot lot with five-foot setbacks.

- **Parking**. Keep off-street parking requirements low. Several interviewees supported the parking recommendations in the state's mode code that was drafted to implement HB 2001.
- **Tree preservation**. Many interviewees indicated preserving trees can add significant costs and complexity to a project, but they were open to planting new trees instead. And one mentioned that if trees need to be preserve, then prioritize front yard trees over back yard trees.
- **Lot coverage**. More flexibility with lot coverage makes it easier to fit more units on a site, and in some cases, stagger building faces to create more appeal from the street.
- **FAR**. If working with a small lot, some developers were concerned that restrictive FAR values might limit allowed home size because units would then be too small. Also, some thought that restrictive FAR values limit innovation by putting pressure on developers to build the same type of product. On the other hand, some thought FAR was a useful too in limiting allowed housing size because it keeps units more affordable.
- **Design standards**. Garage setbacks and frontage requirements are a challenge for many projects, especially on small lots.
- **Larger lot sizes that favor side-by-side construction** (typically less expensive) versus stacked construction (typically more expensive).
- **Support fee-simple development** (that is, new homes on separate lots), especially if the city's goals including promoting more homeownership.
- **Support separate utilities for each unit**, which makes it easier to sell units.
- **Flexible design standards for driveways.** For example, if a driveway can be built as a drivable grass surface that counts towards open space and off-street parking requirements, then it might make it more feasible to build.
- **Expedited land use review times**.

3. How do off-street parking requirements affect the feasibility of your project?
   - Staff shared that the city is considering options from eliminating off-street parking requirements and creating off-street parking maximums to requiring (1-4) off-street parking space per multifamily project. The following are recommendations from the developers that were interviewed:
     - **Do not require off-street parking**.
       - No on-site parking can be a real in convenience, but allows larger, more livable units and supports more social opportunities for people to come together. One developer recently finished a shared court townhouse project that did not have parking. Some residents were a little frustrated that they had to park on the street but admitted that the project has a much stronger sense of community because of the shared courtyard. Even so, the developer shared that the street was able to support on-street parking for this project but wasn't sure if the street could support parking for a second multifamily project.
     - **Require some off-street parking, but not a lot**.

- Some developers thought a little off-street parking would be good, but no more than what is suggested in the state's model code for HB 2001 (for example, a triplex or quadplex might have two off-street parking space for the entire development). These same interviewees shared that flexibility with parking (and lot sizes) is preferable.
  - **Require more off-street parking**.
    - Some developers think that cities should require more parking because buyers want off-street parking; buyers would choose parking over a yard if they had to choose between both options; people do not feel comfortable parking far away from their homes, especially at night; and people move to the suburbs because they prefer having cars and are not interested in an urban lifestyle.
  - **Require off-street parking in some situations.**
    - Some developers thought off-street parking requirements should vary with neighborhood context (street width, access to transit), lot width (small lots may not have enough frontage for off-street parking) or market conditions. One answer might not work for Beaverton. Some suburban areas will just require more parking. And others might benefit from eliminating requirements so that developers have more freedom to add what is appropriate for the site and market. The key is flexibility, and not a requirement that may stifle development. In line with flexible off-street parking requirements, one interviewee also suggested more flexible driveway standards, such as reduce driveway width or length that might also help with feasibility.

4. What are your thoughts on the relationship between off-street parking requirements and minimum open space standards, either alone or in combination with each other?
   - Staff asked developers to consider the tradeoffs between off-street parking requirements and open space requirements. The following are recommendations from the developers that were interviewed:
     - **Maximize parking, eliminate open space requirement**.
       - Some thought that buyers want a driveway and garage more than a front or back yard. Some also suggested that the strong park system in Beaverton might make people more open to living without a yard.
     - **Balance parking and open space, helps mitigate storm impacts**.
       - Some thought that some open space was good to help strengthen relationships among neighbors and mitigate storm impacts, but also cautioned that the more land that goes to off-street parking and open space, the less that land goes to actual housing.
     - **Depends on housing type.**
       - Some thought that an open space requirement for duplexes and triplexes might make sense, but that it should not apply to quadplexes.
     - **Depends on if housing will be rented or owned**.
       - Some thought that renters are more willing to walk. Whereas if homebuyers are investing in a new property, their tolerance for a lack of amenities, such as parking, is much lower.

5. What are your thoughts on **bulk and size standards** to manage the size and shape of new homes? If you could have more flexibility with one of these options, what would you prefer?

Staff asked developers to consider the benefits and disadvantages of bulk and size standards that manage the size and shape of new homes. The following are thoughts from developers on the benefits and disadvantages of bulk and size standards:

- **Support regulating home size if the city can right size it.** Some prefer tools such as FAR to regulate allowed home size, as opposed to lot coverage maximums or open space requirements. But some developers are also concerned that cities rarely right size FAR, and then units are too small which limits market appeal.

- **Support regulating home size because it makes homes more affordable**. Some thought that if homes are smaller, they will sell for less and this might result in more attainable homes.

- **Depends upon lot size**. Some developers are open to bulk and size standards on larger lots but think they should be waived for smaller lots because it reduces the developable lot area too much.

- **Does not support additional bulk and size standards because they are often too restrictive**. Some think that some bulk and size standards, such as FAR, are excessive, and that height maximums, setbacks and lot coverage maximums provide enough guidance to limit allowed home size.

- **Does not often address the real problem**. If a city is concerned about demolitions, then one interviewee suggested imposing a significant fee on demolitions to discourage 1-for-1 demolitions and encourage replacement with plexes. If a city is concerned about tall buildings or multifamily housing design, then one interviewee suggested relying on height standards (by limiting new housing to 2.5 stories) or using architectural design standards that address neighborhood context.

6. What are your thoughts on design standards?

- **Some support design standards** because they help newer homes match the size, scale and design of existing homes in the neighborhood better than FAR. Some developers even think that each community/neighborhood should take a visual preference survey to determine what features are important in terms of design, and the city should write clear and objective standards to require those features. Those would be relatively easy to meet and not be a real constraint on development. On that note, some developers also think the design review process should be administrative and not require a discretionary approval or a long review process.

- **Some are opposed to design standards, prefer landscaping standards**. Some people are opposed to design standards because they "never work" in making homes more attractive. As an alternative, one interviewee recommended landscape standards (especially in place of lot coverage or open space standards). Landscaping with shrubs and trees softens the building's edges, makes the building seem less overwhelming, especially if next to an older, smaller single-family home.

TAKEAWAYS from an Interview with a Bank Representative

Key findings from an interview with a representative from one bank are summarized below.

- What are the main financing issues that a lender may consider when a housing developer wants a loan?
  - **Leverage:** Smaller companies are more leveraged than bigger companies. Larger companies with larger portfolios provide more confidence.
  - **Comparables:** Similar housing products need to be within the same geographic code and built with a specified time range, which is a problem for innovative housing types that are built in fewer places and less often. Appraisers do not know what to do with them, and loan officers will not approve it if the appraisers cannot come up with a value for it. If there are no comparables, a developer may only be able to do cash sales homes, which prices out many people from the market.
  - **Owner-Occupancy:** Lower risk because the cash flow is predictable. This makes single-detached homes inherently lower risk than many multifamily homes, which are typically non-owner occupied.
  - **Housing Type:** Less of an issue. But a single building or one home on one lot is safer legally. Detached plexes might be hard to sell, and present new legal issues if only one unit burns down, and the owner wants to rebuild.
  - **Housing Size.** Less of an issue. The larger you make it, the more expensive it will be. The bank doesn't care about size so much, but there are racial equity issues to consider if you're only building expensive housing that is out of reach.
  - **Parking.** No risk to a project that doesn't have parking, from the lender's perspective.
- Additional Considerations:
  - Larger companies that don't rely on banks for loans might be in a better position to provide innovative housing types, especially if cash sales are involved. That said, it's smaller firms that often work on innovative infill housing projects because the scale matches what they do, but leveraging is always an issue with smaller firms. It's always possible that a local credit institution might take a chance on smaller firms.
  - It only takes one innovative product in the market for an appraiser to have something to look at that can be used for similar projects.
  - Smaller homes will be more affordable. Homes with two- to three-bedrooms support multigenerational living. Homes with four- to five-bedrooms will be out of reach.

APPENDIX A: Event List

Multicultural outreach

- **Unite Oregon's Inclusive Housing Cohort** (4 meetings, Mar-Jun 2021)
    - As part of the city's efforts to incorporate a variety of ideas and perspectives into the city's housing projects and programs, the city established a new group that is composed of culturally and racially diverse community members with an interest in housing. In partnership with **Unite Oregon**, the city formed the Inclusive Housing Cohort. Unite Oregon is a community organization led by people of color, immigrants and refugees, rural communities and people experiencing poverty to build an intercultural movement for justice in Oregon.
    - Translated materials and interpretation available in Spanish and Thai.
- Other community meetings and events (3 events)
    - **Creating Neighborhoods for All Community Event**, hosted by **Unite Oregon** (May 2021). Translated materials and interpretation available in Spanish.
    - **Community Healing Event** hosted by **Go Ye Ministries** (May 2021)
    - **Spring with Family and Friends Event** hosted by **THPRD** (May 2021). Translated materials available in Spanish and Arabic.
- Interviews with community leaders (4 interviews)
    - **Carolyne Achienza**, a current member of Beaverton's Diversity Advisory Board (DAB), minister for "GO YE" Ministries International, and first-generation immigrant from Kenya (Dec 2020)
    - **Brandon Culbertson,** a current member of Beaverton's DAB and a third grade and pre-school tribal immersion educator for the Beaverton School District (BSD), who identifies as Native American and belongs to the Northern Arapaho Nation and Fort Peck Assiniboine and Sioux Tribes.
    - **Jorge Guzman**, Founder and Director of ViveNW, a multicultural communications firm that manages Hispanicpros, a social network of 5,000 Hispanic professionals in Oregon and Washington, and TVJam, a Spanish news and information platform with over 60,000 followers. (Mar 2020)
    - **Jordan Thierry**, a documentary filmmaker, activist, storyteller, author of *A Kid's Book to Systemic Racism* and co-founder of the Beaverton Black Parent Union (Mar 2020)
- Interviews with affordable housing builders, providers, advocates, and managers (6 total)
    - **Bienestar, Nathan Teske,** Executive Director (Jun 2021)
    - **Habitat for Humanity Portland Region, Steve Messinetti,** CEO and **Preston Korst** and Advocacy and Government Relations Manager (May 2021). Habitat for Humanity builds and sells homes at no profit to future homeowners with an affordable mortgage. Future homeowners are required to perform a minimum of 300 hours of volunteer work known as "sweat equity" before moving into their house.
    - **Metro Planning and Development, Community Engagement and Relationships, Choya Renata,** Metro staff member that conducts community engagement for Metro's housing programs. (Mar 2020)

- o **Proud Ground, Diane Linn,** Executive Director (Jun 2021). Proud Ground is the largest Community Land Trust in the Pacific Northwest. They create permanently affordable homeownership opportunities for first-time homebuyers throughout Oregon and SW Washington.
  - o **Washington County Department of Housing Services; Shannon Wilson, MPA,** Housing Development Manager and **Katie Warden**, AmeriCorps VISTA Affordable Housing Outreach Associate (Apr 2020). Interview covered the housing needs and preferences of Black, Indigenous, People of Color (BIPOC) community members. Washington County partnered with community-based organizations (CBOs) serving BIPOC communities in the County and local BIPOC community activists to help facilitate listening sessions. Engagement partners included the Somali Empowerment Circle (SEC), the City of Portland Community Engagement Liaisons (CELs) Program, the Asian and Pacific American Network of Oregon (APANO), and Bienestar.
  - o **Welcome Home Coalition, Tyler Mac Innis,** Director. The Welcome Home Coalition advocates for policies that increase the supply of affordable homes, remove barriers to housing, and enable all our neighbors to be successful in their housing outcomes.
- **Virtual Open House and Survey** (Spanish) (May-Jun 2021)
- **Diversity Advisory Board** (Dec 2020)
  - o The Diversity Advisory Board (DAB) consists of 13 regular members appointed for three-year terms. DAB exists to advise the Mayor and City Council on equity and inclusion strategies that strengthen connections among diverse communities living in Beaverton and with the city government.

General outreach

- **Live Open House** (May 2021) (15 attended live event, 67 watched later)
- **Virtual Open House** (English) (May-Jun 2021)
- **Alternatives Survey (**English and Spanish) (May-Jun 2021, 56 responses as of June 16)

HOP Groups and Committees:

- **HOP Work Group** (1 meeting in Oct 2020, 1 meeting in Jun 2021)
  - o A group of 10 community members with an interest in housing, racial equity, and the protection of trees and natural resources. Members are from the DAB, BCCI, Visioning Advisory Committee, and the Highland Neighborhood Association Committee.
- **HOP Technical Advisory Committee** (1 meeting in Jun 2021)
  - o A group composed of 13 people that provide technical expertise on potential housing strategies. Members are from the Beaverton Police Department (BPD), Clean Water Services (CWS), Oregon Department of Transportation (ODOT), TriMet, Tualatin Hills Park & Recreation District (THPRD), Tualatin Valley Fire & Rescue (TVFR), Beaverton School District (BSD), Department of Land Use and Conservation (DLCD), Metro, and Washington County.

Other City of Beaverton advisory committees and work groups
- **Beaverton Committee for Community Involvement** (BCCI) (Jan and May 2021)
- **Housing Technical Advisory Group** (Sept 2020, Jun 2021)
- **Urban Renewal Advisory Committee** (URAC) (Oct 2020)

Developers, homebuilders, and banks
- Interviews with developers and homebuilders (11 interviews from Dec 2020-Feb 2021)
  - **Blue Sky, Douglas MacLeod**
  - **David Weekley Homes, Mike Irwin**
  - **Homebuilder's Association, Ezra Hammer**
  - **Kinton Land Development, Ed Bartolemy** and **Desi Kurtz**
  - **Marnella Homes, Tony Marnella**
  - **Metropolitan Land Group, Marc Farrar** and **Darrel Smith**
  - **Pahlisch Homes, Jerry Jones, Jr** and **Ana Bozich**
  - **Portland Houseworks, Mike Mitchoff**
  - **Riverside Homes, Niki Munson**
  - **Taylor Morrison. Curtis Huson**
  - **West Hills Development, Dan Grimberg** and **Kristi Hosea**
- Interview with banks (1 interview)
  - **Key Bank, Victor Saldanha, Manager** and current City of Beaverton Planning Commissioner (Jun 2021)

City Council and Planning Commission presentations and work sessions
- **City Council** (Jan 2021 presentation, Feb and Mar 2021 work sessions)
- **Planning Commission** (Jan 2021 presentation, Jun 2021 work session)

APPENDIX B: Meeting Summaries (Select)

Unite Oregon's Inclusive Housing Cohort

Meeting Date: April 14, 2021 | Topic: Alternatives Review

Takeaways

- **Parking.** Very important, unless housing is near high frequency bus service or the MAX. But there should be a balance between the size of housing, parking capacity and open space. If housing can be larger to support multigenerational families, but there is less or no parking, that doesn't make sense.
    - If people drive electric cars, they need to be close to the house to charge vehicles. I this case, on-site parking is more useful than off-street parking.
    - Some openness to parking maximums, but context matters.
- **Multigenerational living.** Preference for options that support multiple generations on one lot. Sometimes an ADU, attached or detached, is all you need. Duplexes, or more diverse options in mixed-income neighborhoods, are more expensive. Families might want to save money through multigenerational living, but that's not the only reason people live together.
- **Shared space.** Back yards, that provide safety and privacy, preferred over front yards. In fact, many didn't see the point of front yards. Strong support for multifamily housing with outdoor courtyards that foster community (and presumably connect to the street). Support for multifamily housing that provides common rooms is valued by some, especially given rainy weather (but there are often barriers to using it, including costs, even for low-income housing). Outdoor space more likely to be free and inviting.
- **Accessibility.** Aging parents that move into their children's home need accessible homes, either zero step entries or housing with master bedrooms on the ground floor.
- **Flexibility.** Anything that is one size fits all doesn't work – context matters – flexibility important.
- **Location.** More housing near schools and childcare services is important.
- **Alternatives Preferences.** Conversation mostly focused on themes, including pros and cons of different alternatives. Generally, there was more support for Alternative 2 because it provides a balance of some parking and open space that builds community. Alternative 1 prioritizes larger units at the expense of parking and open space. And Alternative 3 provides a lot of parking, but fewer places to gather.

Unite Oregon's Inclusive Housing Cohort

Meeting Date: May 12, 2021 | Topic: Housing Design Discussion

If you believe housing design is important, why is this important to you?

- More important
    - Advances environmental goals (such as reducing energy use or saving trees).

- o Promotes community and neighbor interactions.
- o Protects privacy of residents for religious reasons.
- Less important
    - o Supports housing designs that respond to different cultural values and practices.
    - o Provides an attractive place to live.
    - o Prevents tall buildings that shade neighboring homes or yards.
    - o Protects privacy of neighbors concerned about views into their home or yard.

Which design features in the images [displayed on the screen] do you think encourage neighbors getting to know one another?

- More important
    - o Indoor community space
    - o A shared courtyard
    - o Front porch
- Less important
    - o Ground-floor entrance visible from the street.
    - o Entrance near the sidewalk
    - o Upper floor balconies
    - o A neighborhood with homes closer together

If you believe privacy is important, why is this important to you?

- More important
    - o Makes me feel safe or protected from harm.
    - o Allows freedom of expression without judgment.
- Less important
    - o Provides a sense of solitude.
    - o Respects religious or cultural customs.

What design features do you think best protect the privacy of residents in their homes?

- More important
    - o Trees or vegetation that block views into the home.
    - o A home with an interior courtyard.
- Less important
    - o A home that is set back far from the street.
    - o A home that is close to the street but has back yard space.
    - o A home with hidden or partially concealed entrances.
    - o Fences between homes that are at least 6 feet (1.8 meters) high.

Unite Oregon's Creating Neighborhoods for All Community Event

Meeting Date: May 19, 2021 | Topic: Housing Types and Alternatives Discussion

Attendees
- Renters, people interested in homeownership
- People from the Arab, Latinx and African American community
- Organizations: Family Promise of Beaverton, Portland Refugee Support Group, Causa Oregon

Discussion Questions
- Which type of housing do you think is important to build?
- For the housing alternatives, each option has a unique combination of allowed home size (small to large), parking (less or more), and open space (less or more). Which option best responds to you or your family's needs or priorities, and why?

Takeaways
- For housing types, respondents thought the most important housing types to build were single-detached homes, duplexes, townhouses, apartments. Less interest in ADUs, cottage clusters, triplexes and quadplexes.
- The affordability of housing is one of the most important issues.
- Interest in complete, walkable neighborhoods close to diverse services.
- Interest in owning small multifamily property as a wealth building tool.
- Desire for more mixed-income, mixed-race neighborhoods.
- Strong preference for Alternative 2, although minimal parking gives people pause.

APPENDIX C: Interview Questions (Select)

Interview Questions for **Affordable Housing Developers** and **Nonprofits**

General

1. Which housing types do you prefer to build and why?

2. What do you look for in a potential project location? Does it differ for infill or greenfield locations, such as Cooper Mountain?

3. What guides your decisions to either build or acquire and renovate new properties?

4. What advice do you have on making homes more visitable? Does it add cost?

5. What are the most impactful changes that planners (not builders) can do to promote greener, more affordable homes?

6. Is it harder to obtain financing for certain types of housing?

7. What types of development incentives might be most beneficial for you?

8. Do you have a strategy for homeownership development? If so, what is that strategy? How can the city help with that strategy?

HOP Alternatives

9. Of the three alternatives:

   o Which one makes it easier or more feasible for you to build more housing?

   o Which one makes it easier or more feasible for your organization to provide more opportunities for renters and first-time homeowners?

   o Do you have any concerns that some requirements, such as an open space requirement, could be a development barrier?

Interview Questions for **Market-rate Developers**

General

1. The city is developing new rules for middle housing. Are there certain middle housing types that you think developers will be less likely to supply? Why?

2. How do off-street parking requirements affect the feasibility of your project? We're considering options from eliminating off-street parking requirements and creating off-street parking maximums to requiring (1-4) off-street parking space per multifamily project.

3. What are your thoughts on the relationship between off-street parking requirements and minimum open space standards, either alone or in combination with each other?

4. What are your thoughts on bulk and size standards to manage the size and shape of new homes? If you could have more flexibility with one of these options, what would you prefer?

5. What are your thoughts on a context-sensitive approach to design?

6. What are your thoughts on design standards?

Interview Questions for a **Bank**

1. What are the main financing issues that a bank may consider when a developer wants to build middle housing? For example,

2. How does the loan process generally differ for new construction of single-family and multifamily homes? Residential vs. commercial? New construction vs. renovation?

3. Some new plexes might be built as attached units. Others might be detached. How, if at all, does this factor into the loan process?

4. With updates in state law, it should be easier for some new multifamily projects to be built one lot, and then subdivided and sold as separate units (either immediately after construction or years later)? What are your thoughts on the financing implications of this scenario?

5. Some of these homes might be large. Others might be small. How does home size or unit size factor in the lending process? What about parking? Or open space?

Share your ideas about housing variety here.

Hello. Welcome to our open house! Let us know what you think about how we should allow housing variety in residential neighborhoods.

City of Beaverton | May 21, 2021

Intro (Tab 1)

- The Housing Options Project will determine where and how additional housing types will be allowed in Beaverton's neighborhoods.
- Types include accessory dwelling units, duplexes, triplexes, quadplexes, sixplexes, townhomes, cottage clusters and small courtyard apartments.

Why is it important?

Single-Family and Multifamily Zones in Beaverton

Multifamily Zones

These areas (R1, R2, and R4 zones) allow the construction of all housing types.

Single-Family Zones

These areas (R5, R7, and R10 zones) are primarily reserved for the construction of new single-family detached homes.
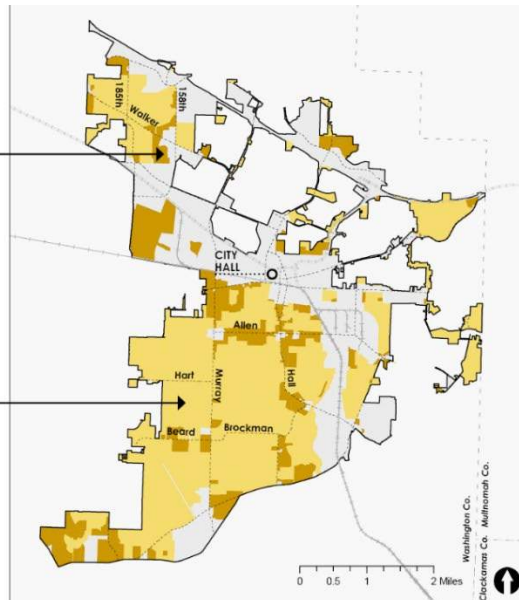
- People who live in Beaverton -- or want to -- have different housing needs. More housing variety can help.
- Currently, many residential areas only allow new single-detached homes to be built, which can be expensive. This project would allow different housing types to be built in these areas.
- Also, state law requires Beaverton to allow more housing variety where single-detached homes are allowed.

What needs to change?

What are current rules for the construction of new, detached single-family homes?

Minimum Lot Size. The city requires that lots must be a minimum size. In some cases, the city has specific requirements for lot width and depth too.

Setbacks (also known as distance from the property line). A house must be a minimum distance from the front, side and rear property line. These rules are called setbacks.

Maximum Height. The city limits the height of a house in most neighborhoods to three stories.

Parking. The city requires one parking space for a single-family detached house.
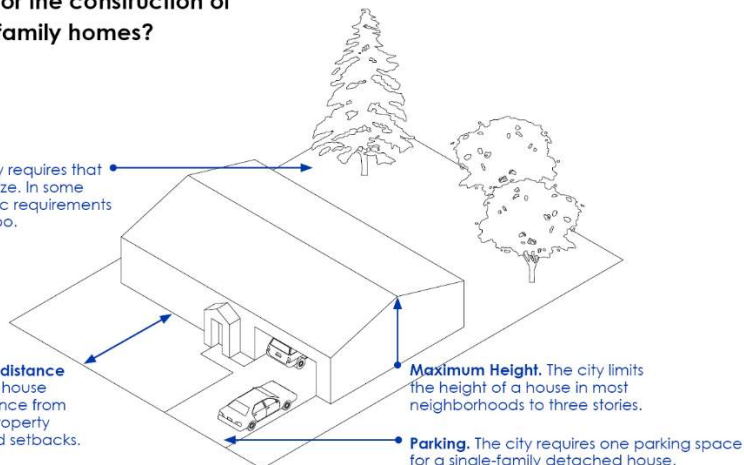
- The Development Code, the city's rules for development will need to change. The zoning map might change, too. Development Code rules could change for things like building height, distance between lot line and buildings and parking.
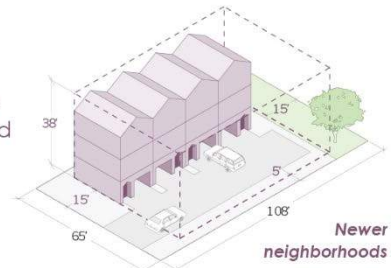
What are our options?

Option 1
Promotes flexibility
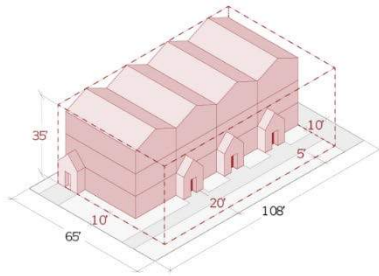
Option 3a
Responds to the existing design of the neighborhood

Older neighborhoods

Option 2
Promotes environmental benefits
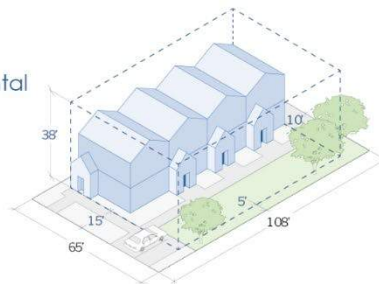
Option 3b
Responds to the existing design of the neighborhood

Newer neighborhoods

- Look at the three alternatives. (You don't need to pick one. Comment on all three when you take the survey on the Share Your Ideas! tab)
- One allows a flexibility. The second promotes environmental benefits. The third modifies building sizes based buildings in the surrounding neighborhood.
- You'll see differences in parking, home size, affordability, open space, etc.

What can the city do?

- State law says we must allow duplexes on all lots and triplexes, quadplexes, townhomes and cottage clusters on most lots.
- We can have rules for things like building size, building location on the lot, and building design.

In 2019, Governor Kate Brown signed a new state law that requires most cities and counties to allow middle housing in all areas that allow single-family detached homes.

Middle housing includes **duplexes, triplexes, quadplexes, townhouses** and **cottage clusters** (small homes on one lot around a shared green space).

What can the city not do?

- The city cannot develop rules that only allow housing variety in some residential neighborhoods and not others.
- We can't allow single detached homes and no other housing types.
- We can't create rules that cause unreasonable cost or delay for additional housing types.
- We can't force people to remove their homes and replace them with new buildings or housing types. Property owners will decide whether to add housing variety and when.

What comes next?

- After community members and city leaders share ideas on the alternatives, the city will create a preferred approach.
- Then we'll ask community members their opinions again in August and September.
- We hope to approve new rules in early 2022.

Complete	Spring/Summer 2021	Fall 2021	Winter/Spring 2021-22
PHASE 1 Identify Issues	**PHASE 2** Explore Alternatives	**PHASE 3** Select Alternatives	**PHASE 4** Implement Strategy

PUBLIC INVOLVEMENT ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶

HOP is here now:
- Perform racial equity analysis
- Develop alternatives
- Conduct economic analysis
- Collect public input on draft alternatives
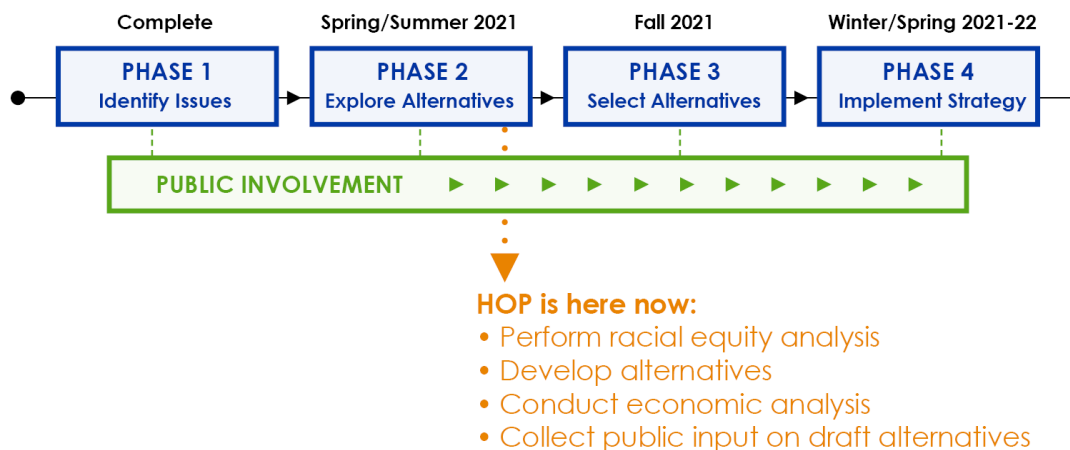
Racial Equity (Tab 2)

In **Central and East Beaverton**,
1 in 3 are people of color.

In **West Beaverton and Aloha**,
1 in 2 are people of color.

Photo Credit: Leading with Race

- To help Beaverton become more welcoming, inclusive, and responsive to historically underrepresented and underserved communities — particularly communities of color, immigrants, and refugees — starts with understanding the needs and disparities within these communities.
- For example, in most of Beaverton, African American, Black, Latino, Native American, and Native Hawaiian and Pacific Islander communities overall are more likely to rent their homes than own.
- This limits the areas that people can live in because many families that are renting cannot afford single-family detached homes in lower density neighborhoods.
- You can read more about housing disparities in communities of color on the next slide.

Present Day Segregation

Residential Areas in Beaverton Where the Population Is Significantly White

Zones

Single-Family Residential (R5, R7, R10)

Multifamily Residential (R1, R2, R4)

Non-residential

Residential areas where population is 84 percent white
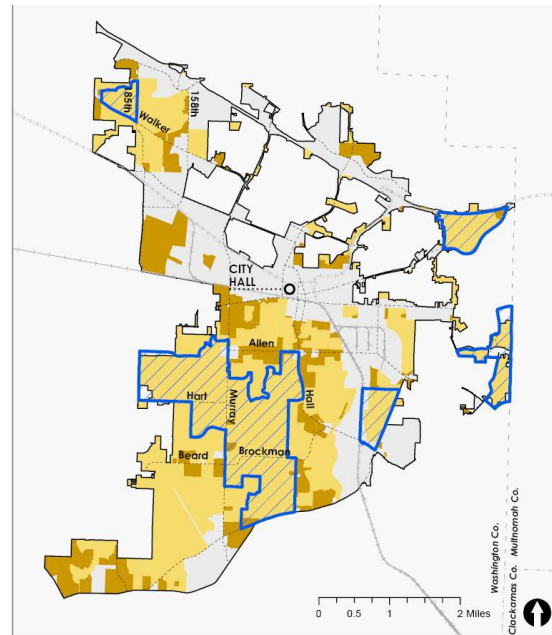
- In neighborhoods with mostly single-family zoning, outlined in blue on the map, the population is 84 percent white.
- The Latinx community is least likely to live in or own a home in this area.
- Other groups that are less likely to live the single-family neighborhoods, marked in blue on the map, include people that are Black, multiracial or identify as some other race on census forms.
- **Why is this important?**
  - Single-family residential neighborhoods in Beaverton are mostly white, higher income and higher wealth.
  - Census-based research indicates that there is a correlation between growing up in these Beaverton neighborhoods and improved outcomes in adulthood.
  - The data does not tell us why, but encourages people to think of local solutions that might help improve educational and financial outcomes for children that grow up in different types of neighborhoods.
  - Expanding housing options in these neighborhoods could be one step forward, of many, that helps make progress towards these goals.

So Where Do We Begin?

- We start by using race as a primary lens for diversity, equity, and inclusion work.
- This project could make housing practices more equitable by:
  - Allowing housing types that meet the needs of large families and multigenerational families across neighborhoods in Beaverton.
  - Creating opportunities for people to live in neighborhoods of choice.
  - Minimizing residential displacement.
- On the following slides, we will look at three options that aim to expand housing options in Beaverton neighborhoods.
- Each option ends with a brief look at how this option may or may not be equitable.
- After reviewing all three options, we invite you to take a survey (available on the Share Your Ideas! tab) where you can let us know what you think is the best way for us to allow housing variety in Beaverton's residential neighborhoods.

Option 1 (Tab 3)

High Opportunity Approach

With **Option 1...**

Homes could be built on smaller lots
Pictured here: single-detached homes on 3,500 square foot lots

Buildings could be closer to the street and residents may rely on street parking

And buildings could be taller.

- This approach provides the most flexibility for property owners and developers that want to add wider housing variety in Beaverton neighborhoods to meet people's needs.
  - All types are allowed on nearly all lots.
  - **Maximum height**: Usually 35 feet but 40 feet in some locations.
  - **Distance between property lines and buildings:** Small, 10 feet in front; 5 or 10 feet elsewhere.
  - **Minimum open space required:** None
  - **Minimum parking required:** None
- **Potential results:** Larger buildings allowed. Could have more homes and/or more bedrooms. Most likely to support multi-generational living. Larger homes are usually more expensive.
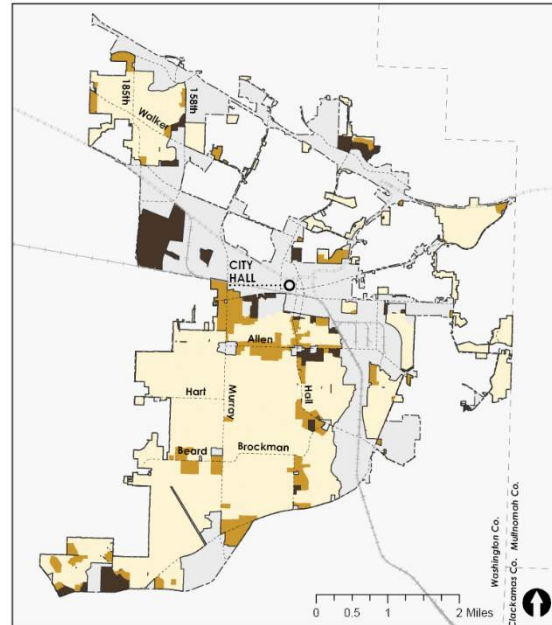
Where would new housing be allowed?

Potential New Zones and Boundaries for Alternative 1 (High Opportunity)

Zones

- R1 (existing)
- High Opportunity-Small Lot (HO-SL)
- High Opportunity-Medium Lot (HO-ML)
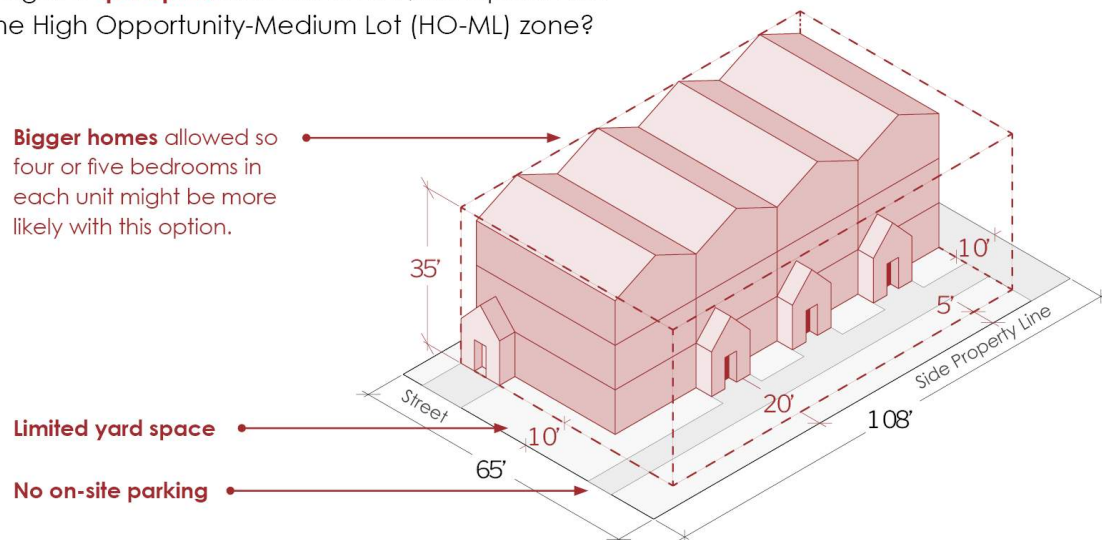- Non-residential

Reference

- City Limits
- County Limits
- Railroads
- Light Rail Lines
- Major Roads

- Where each housing type is allowed is based on the minimum size of the lot. The numbers below refer to the number of square feet in a lot. In general, the smaller the lot size the more homes can be added to the neighborhood.
- Many lots in Beaverton are 7,000 square feet or smaller, which means additional housing types would be allowed on most properties in the city. In many cases (including for townhomes), the code would allow property owners to divide their lots into smaller lots.
- **R1 (existing)**
  - R1 already allows housing variety and can be retained with minor amendments.
- **High Opportunity-Small Lot (HO-SL)**
  - Townhomes: 1,400
  - Single detached homes and duplexes: 2,800
  - Triplexes: 3,500
  - Quadplexes: 4,500
  - Cottage clusters: 5,000
- **High Opportunity-Medium Lot (HO-ML)**
  - Townhomes: 1,400
  - Single detached homes and duplexes: 3,500
  - Triplexes: 4,000
  - Quadplexes and cottage clusters: 5,000
- High-resolution images of the potential new zoning maps are available on the project page. Click on the "more info" tab on the left to download them.

What might new housing look like?

What might a **quadplex** look like on a 7,000 square foot lot in the High Opportunity-Medium Lot (HO-ML) zone?

Bigger homes allowed so four or five bedrooms in each unit might be more likely with this option.

35'

10'

5'

Side Property Line

Street

20'

108'

Limited yard space
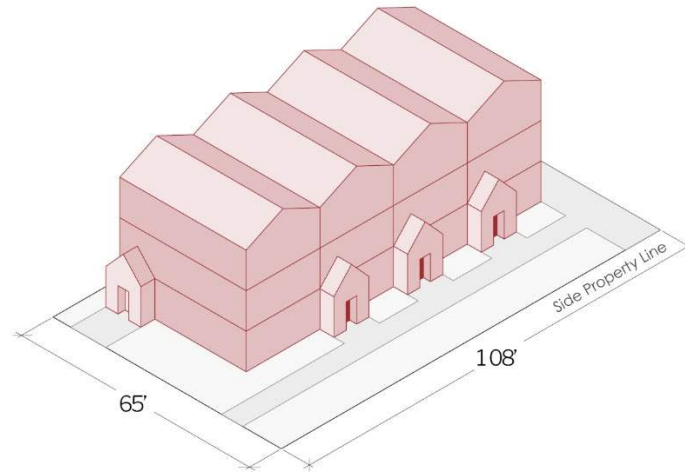
10'

65'

No on-site parking

- This alternative allows larger buildings. Maximum height (35 feet in most cases) and the minimum distance between the building and the lot line or street (mostly 10 feet from front and rear lot lines and 5 feet from the sides) are the two things that limit building size.
- Let's look at how these standards would apply to a quadplex in the HO-ML zone.
- **Size**
  - o This is the building envelope, defined by height limits and setbacks. A new building could occupy the entire space inside this envelope. (Image caption)

35'

10'

5'

Side Property Line

10'

108'

65'
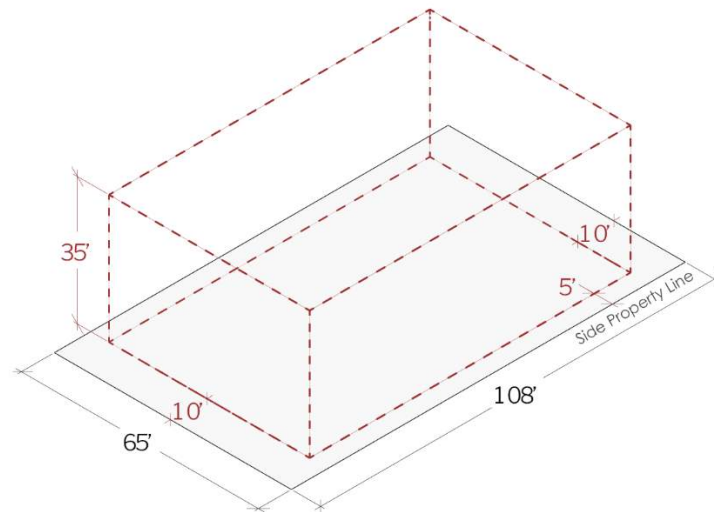
- **Open Space**
  - o None required (besides the setbacks from the property line mentioned above), but property owners could choose to provide open space.
- **Parking and Circulation**
  - o None required, but property owners could choose to provide off-street parking.

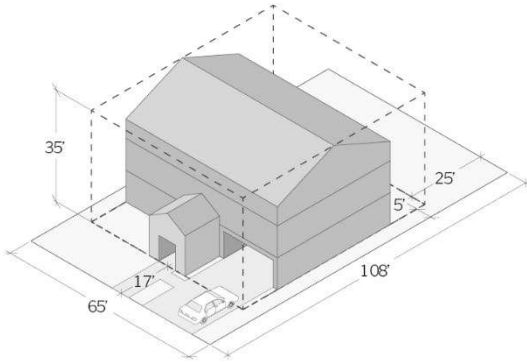o Even though no parking is required, some areas would be reserved for pedestrian circulation. (Image caption)

- **Other Housing Types**
  - o The above diagrams are based on a quadplex on a 7,000 square foot lot. Other housing types, such as duplexes, triplexes, sixplexes, townhouses, and courtyard apartments, would be allowed in this zone too.
  - o While the details may vary for each housing type, the size and shape of each housing type, and the corresponding lot size, are intended to match the general scale of what is shown above.
- **Accessory Dwelling Units (ADUs)**
  - o All options would allow two ADUs per single-detached dwelling. However, one of the two ADUs must be internal to the primary dwelling.
  - o ADUs would not be allowed for other housing types.
  - o In 2019, we conducted public engagement to explore how many ADUs should be allowed on a lot with a single-detached house, and what these design details might look like. In the next phase of this project, we will integrate the community preferences for ADUs with preferences for other housing types, and going forward, have one conversation about how to allow housing variety in residential neighborhoods.

Let's compare a single-detached home and a quadplex on a 7,000 square foot lot

Single-detached home. This is what a property owner could build today in the R7 zone, which has a 7,000 square foot minimum lot size. Above is a 7,000 square foot home, which is allowed, though most new homes are not built out to the allowed maximum.

Quadplex. This is what a property owner could build on a 7,000 square foot lot in the HO-ML zone.

The above building is about 8,000 square feet. Each unit is about 2,000 square feet.

Now let's compare a potential quadplex from Option 1 with Options 2 and 3
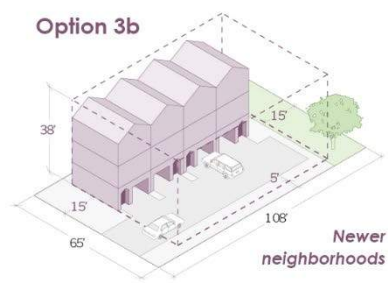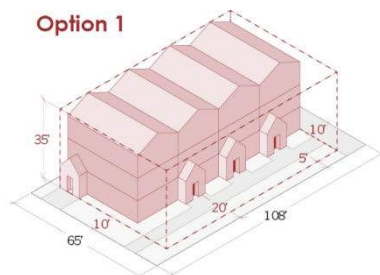
And look at site plans (views from above) to see the differences in allowed building size, open space and parking among all options

Option 1

10'

5'   108'

10'

65'

Option 2

10'

5'   108'

15'

65'

Option 3a

5'

5'

108'

20'

65'

Option 3b

15'

5'

108'

15'

65'

Now let's revisit the benefits, challenges and tradeoffs of Option 1:

Allowed building size

Larger building provides more space for more people.

Building size may be much larger than existing homes in neighborhood.

Open space, tree preservation and stormwater infiltration

Basic existing requirements. No extra open space required.

Parking

No off-street parking required by the city. However, property owners may choose to add parking.

Provides more flexibility

May cause localized on-street parking issues.

Privacy, shading and building closeness

Smaller setbacks allow more flexibility but allow buildings to be closer together and may increase shading of neighboring lots and privacy concerns.

And last, how is this approach equitable?

1. More flexibility may allow more housing for more people.

2. Larger units on average might not be as affordable as smaller units in other options.

3. Allowing for large buildings might mean more existing single detached homes are torn down, which could displace more renters.

Option 2 (Tab 4)

Ecological Footprint Approach

With **Option 2...**

Homes might be limited in size to protect more open space
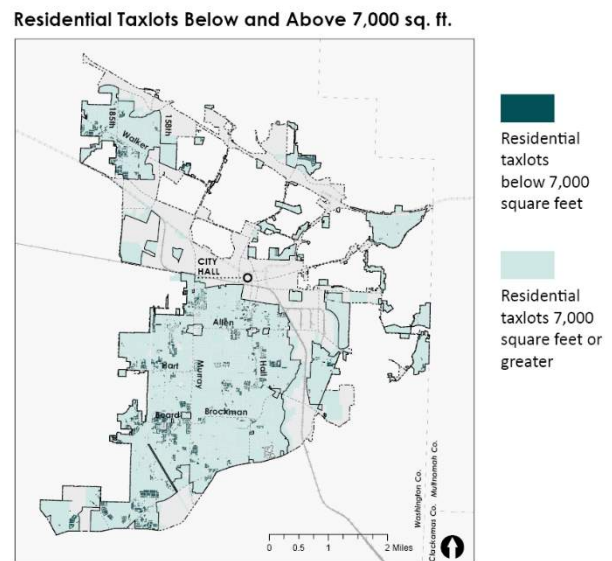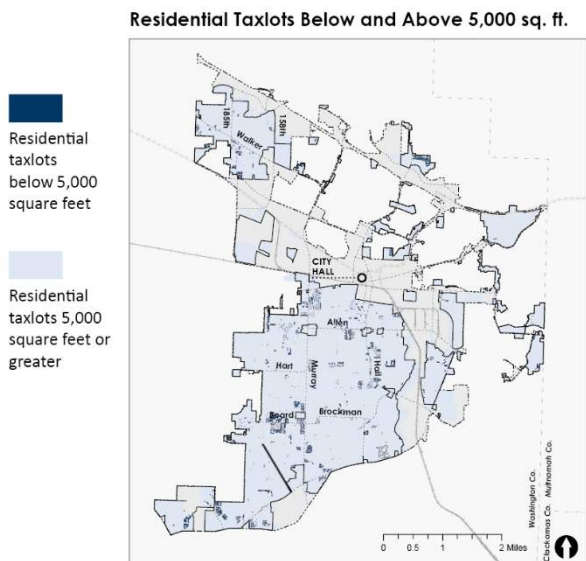

Multifamily buildings would have common spaces where kids can play and neighbors can socialize

Some buildings might be sited differently on a lot, or have higher height limits, to support solar collection

- This approach provides less flexibility for property owners and developers than the High Opportunity alternative and places more emphasis on open space that can provide places for people to hang out; garden; preserve or plant trees; handle stormwater or otherwise enjoy the land.
  - Housing types are allowed on fewer lots than the High Opportunity alternative. For example, triplexes and quadplexes would require a minimum lot size of 5,000 or 7,000 square feet in many locations.
  - **Maximum height:** 38 feet in most cases. A small amount of additional height is allowed because the rules would require more open space on the site.
  - **Distance between property lines and buildings:** Medium, 10 to 15 feet in front; 5 feet on the side; 10 to 15 feet in the rear.
  - **Minimum open space required:** 20 or 25 percent of the lot.
  - **Minimum parking required:** None for single detached home and duplexes; as many as 1 per unit for other housing types (less in some areas and more in others).
- **Potential results:** Buildings will take up less of the lot but might be slightly taller than existing buildings. Overall livable area inside the building would likely mean adequate but smaller units, which might be cheaper to rent than large homes.
- Less likely to support multi-generational living in one unit. More ecological and social benefits than High Opportunity.

Where would new housing be allowed?

Residential Taxlots Below and Above 5,000 sq. ft.

Residential Taxlots Below and Above 7,000 sq. ft.

Residential taxlots below 5,000 square feet

Residential taxlots 5,000 square feet or greater

Residential taxlots below 7,000 square feet

Residential taxlots 7,000 square feet or greater

- Where each housing type is allowed is based on the minimum size of the lot. The numbers below refer to the number of square feet in a lot.
- In general, single detached homes are allowed on 2,000, 4,000, 5,000 or 7,000 square foot lots, depending on the zone.
- Triplexes are allowed on 4,000, 5,000 or 7,000 square foot lots depending on the location.
- In many cases (including for townhomes), the code would allow property owners to divide their lots into smaller lots.

What are potential new zones in Option 2?

Potential New Zones and Boundaries for Alternative 2 (Ecological Footprint)
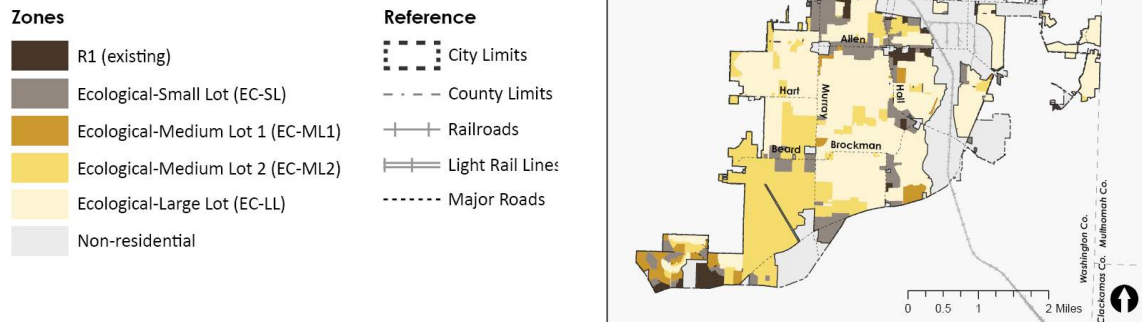
- **R1 (existing)**
  - R1 already allows housing variety and can be retained with minor amendments.
- **Ecological - Small Lot (EC-SL)**
  - Townhomes: 1,100
  - Single detached homes and duplexes: 2,000
  - Triplexes: 4,000
  - Quadplexes: 5,000
  - Cottage clusters: 6,000
- **Ecological – Medium Lot (EC-ML1)**
  - Townhomes: 1,200
  - Single detached homes and duplexes: 4,000
  - Triplexes: 5,000
  - Quadplexes and cottage clusters: 7,000
- **Ecological – Medium Lot (EC-ML2)**
  - Townhomes: 1,300
  - Single detached homes, duplexes and triplexes: 5,000
  - Quadplexes and cottage clusters: 7,000
- **EC-LL (Ecological – Large Lot)**
  - Townhomes: 1,400
  - Single detached homes, duplexes, triplexes, quadplexes and cottage clusters: 7,000.
- High-resolution images of the potential new zoning maps are available on the project page. Click on the "more info" tab on the left to download them.

What might new housing look like?

What might a **quadplex** look like on a 7,000 square foot lot in the Ecological-Large Lot (EC-LL) zone?

Smaller, compact homes encouraged to reduce energy usage and promote open space.

38'

10'

Minimum open space requirements may help preserve trees, promote habitat connectivity and provide places for kids to play.

Street

15'

5'

108'

Side Property Line

65'

Two parking spaces provided per development
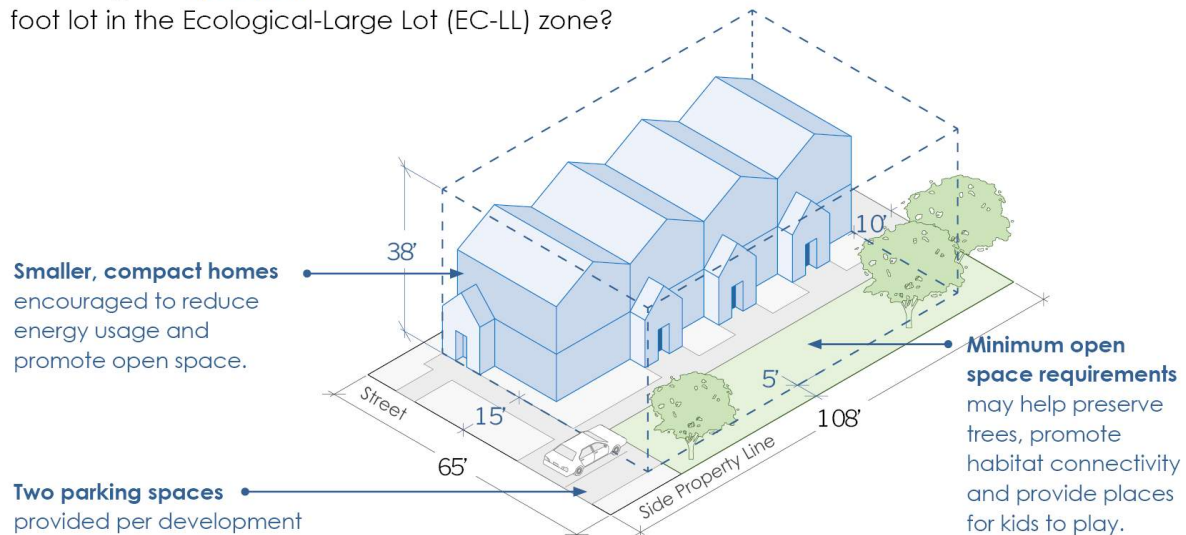
- Some open space and parking are required on the lot.
- Building setbacks are between 10 feet and 15 feet front (depending upon location), 10 feet rear, and 5 feet on the sides to provide room for the buildings. Still, buildings are likely to be smaller than the High Opportunity alternative.
- Let's look at how these standards would apply to a quadplex in the EC-LL zone.
- **Size**
  - o Home size is limited by height maximums, setbacks, and floor area ratios (or FAR).
  - o The FAR is 0.6 for most housing types in areas with medium to large lots, and 0.8-1.0 in areas with small lots. Keep scrolling to learn more about FAR.
  - o A quadplex on a 7,000 square foot lot with a 0.6 FAR. (Image caption)
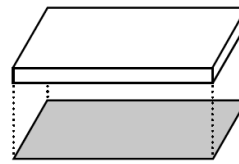
38'

10'

15'

5'

108'

65'

- **What is FAR?**
  - o Floor area ratio (or FAR) is one way to measure development intensity on a lot.
  - o FAR is the total floor area of all buildings on a lot divided by the lot area. For example, if a residential lot is 7,000 square feet and the FAR is 1.0, then a property owner could

build a 7,000 square foot building. Or, they could build several smaller homes whose total square footage adds up to 7,000 square feet.
- o Below is an example of three different ways that a property owner could build on a lot with a FAR of 1.0.
  - ▪ FAR. A zoning district with a 1.0 FAR can result in different building arrangements on a site. This diagram shows three examples of what a building could look like on a lot with a 1.0 FAR. (Image caption).
- o FAR does not control height or building placement on a site.
- o Both the Ecological Footprint and Neighborhood Context approach rely on FAR to limit development intensity. The High Opportunity approach does not use FAR, which is why buildings are bigger under that approach.

FAR. A zoning district with a 1.0 FAR can result in different building arrangements on a given site.

100% Lot Covered
1 story building

50% Lot Covered
2 story building

25% Lot Covered
4 story building

- **Open Space**
  - o A minimum of 20 or 25 percent of the lot must be open space.
    - ▪ 20-25 percent of open space must be set aside, which could be anywhere on the lot (Image caption)

65'   108'

- **Parking and Circulation**
  - o None for single detached home and duplexes; as many as 1 per unit for other housing types (less in some areas and more in others).

- **Other Housing Types**
  - o The above diagrams are based on a quadplex on a 7,000 square foot lot. Other housing types, such as duplexes, triplexes, sixplexes, townhouses, and courtyard apartments, would be allowed in this zone too.
  - o While the details may vary for each housing type, the size and shape of each housing type, and the corresponding lot size, are intended to match the general scale of what is shown above.
- **Accessory Dwelling Units (ADUs)**
  - o All options would allow two ADUs per single-detached dwelling. However, one of the two ADUs must be internal to the primary dwelling.
  - o ADUs would not be allowed for other housing types.
  - o In 2019, we conducted public engagement to explore how many ADUs should be allowed on a lot with a single-detached house, and what these design details might look like. In the next phase of this project, we will integrate the community preferences for ADUs with preferences for other housing types, and going forward, have one conversation about how to allow housing variety in residential neighborhoods.

Let's compare a single-detached home and a quadplex on a 7,000 square foot lot

Single-detached home. This is what a property owner could build today in the R7 zone, which has a 7,000 square foot minimum lot size. Above is a 7,000 square foot home, which is allowed, though most new homes are not built out to the allowed maximum.

Quadplex. This is what a property owner could build on a 7,000 square foot lot in the EC-LL zone.

The above building is about 4,200 square feet. Each unit is about 1,050 square feet.

Now let's compare a potential quadplex from Option 2 with Options 1 and 3
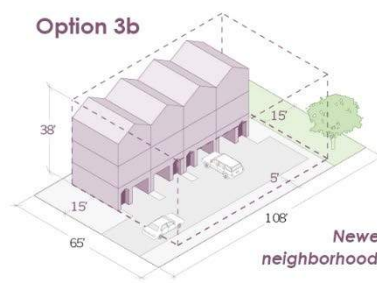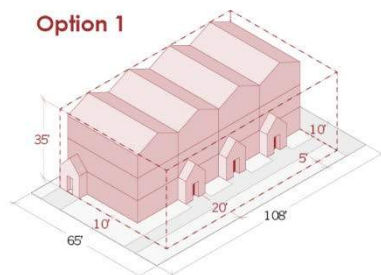
Option 1

Option 3a

Older neighborhoods

Option 2

Option 3b

Newer neighborhoods

And look at site plans (views from above) to see the differences in allowed building size, open space and parking among all options

Option 1
10'
5'
108'
10'
65'

Option 2
10'
5'
108'
15'
65'

Option 3a
5'
5'
108'
20'
65'

Option 3b
15'
5'
108'
15'
65'

Now let's revisit the benefits, challenges and tradeoffs of Option 2:

Allowed building size

Because parking and open space must be provided, buildings on average will be smaller even though setbacks from the property line are modest (5 or 10 feet).

Open space, tree preservation and stormwater infiltration

More open space is required on site to provide space for ecological benefits (trees, stormwater management) and social and health benefits (gardening, places to hang out and talk with neighbors).

This could make fitting buildings more challenging on some sites.

Parking

Some off-street parking is required, although less than is required today in some cases.

This take up space on the lot and could make fitting buildings more challenging on some sites.

Privacy, shading and building closeness

Smaller rear setbacks and slightly taller building height allowance, while important to make housing variety feasible, will mean buildings might shade and be visible from neighboring properties.

66

And last, how is this approach equitable?

1. Buildings and homes inside buildings on average will be smaller, which means they might be less expensive than larger units.

2. Smaller units might not work as well for households with more people, such as intergenerational households who want to live in the same unit.

Option 3 (Tab 5)

Neighborhood Context Approach

OLDER NEIGHBORHOODS have larger lots with mostly single-story homes that are far from the street. In these areas, the alternative allows a little less building height. But that means the home could extend deeper into the rear yard to ensure that the home is a reasonable size.

NEWER NEIGHBORHOODS have smaller lots with multi-story homes closer to the street. In these neighborhoods, the alternative allows more building height. And that means the home does not need to extend into the rear yard to be a reasonable size.

- This approach creates different rules for different neighborhoods based on the size and shape of adjacent homes.
- Each neighborhood type could have unique development standards that apply to the construction of new homes.
- In all neighborhoods, the allowed home size would be the same. However, the scale and height of new homes might look different in each neighborhood.
- This approach requires the most parking (about one space per unit) and a modest amount of open space (15 percent of the lot).

What are some key features of Option 3?

A 5,000 SQUARE FOOT LOT. This is an example of a block with single-detached homes on 5,000 square foot lots.

In **newer neighborhoods**, where lots are typically smaller, **triplexes** and **quadplexes** would be allowed on 5,000 square foot lots in most areas.

A 7,000 SQUARE FOOT LOT. This is an example of a block with single-detached homes on 7,000 square foot lots.

In **older neighborhoods**, where lots are typically larger, **triplexes** and **quadplexes** would be allowed on 7,000 square foot lots in most areas.

- Housing types are allowed based on minimum lot size. Older neighborhoods typically have larger minimum lot sizes. Newer neighborhoods typically have smaller minimum lot sizes.
  - **Maximum height:** 30 feet for older neighborhoods in most cases (unless close to Downtown), and 35 feet for newer neighborhoods in most cases.
  - **Distance between property lines and buildings:** Front setbacks range from 15 to 20 feet in most locations. Some smaller areas might have front setbacks that are 10 feet. Side setbacks are generally 5 feet. Rear setbacks range from 5 feet (for detached buildings only) to 15 feet.
  - **Minimum open space required:** 15 percent of the lot.
  - **Minimum parking required:** Generally, one per unit.
- Potential results: Buildings will be medium-sized compared to the High Opportunity and Ecological approach. Significant area will likely be dedicated to parking.
- Combination of parking and open space requirements could make it hard to fit new buildings on some sites and will encourage taller buildings in some locations.
- More open space benefits than High Opportunity but less than Ecological alternative.

Where would new housing be allowed?

Potential New Zones and Boundaries for Alternative 3 (Neighborhood Context)
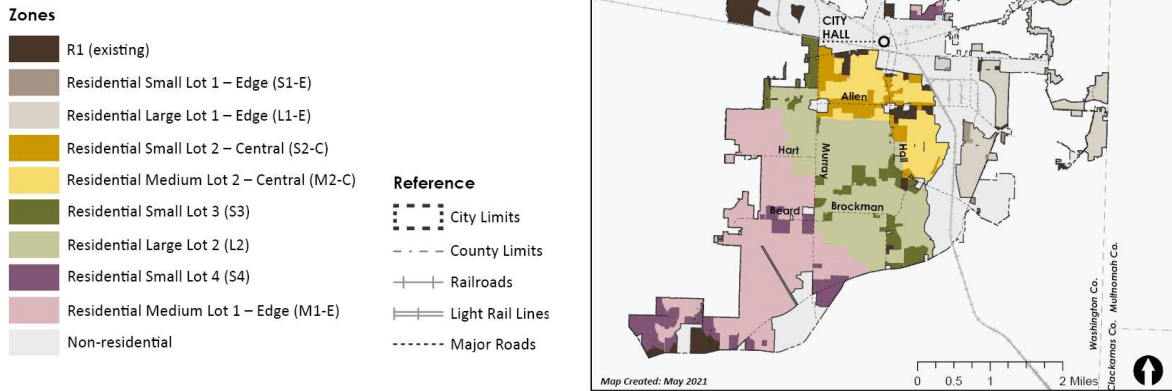
- Where each housing type is allowed is based on the minimum size of the lot. The numbers below refer to the number of square feet in a lot.
- In general, single detached homes are allowed on 2,000, 4,000, 5,000 or 7,000 square foot lots, depending on the zone.
- Triplexes are allowed on 3,000 (few areas), 4,000, 5,000 or 7,000 square foot lots depending on the location.
- In many cases (including for townhomes), the code would allow property owners to divide their lots into smaller lots.
- **R1 (existing)**
  - R1 already allows housing variety and can be retained with minor amendments.
- **Residential Small Lot 2 – Central (S2-C)**
  - Townhomes: 1,000
  - Single detached homes and duplexes: 2,000
  - Triplexes: 3,000
  - Quadplexes: 4,000
  - Cottage clusters: 5,000
- **Residential Medium Lot 2 – Central (M2-C)**
  - Townhomes: 1,500
  - Single detached homes and duplexes: 3,500
  - Triplexes: 5,000
  - Quadplexes and cottage cluster: 7,000
- **Residential Small Lot 3 – (S3)**
  - Townhomes: 1,000
  - Single detached homes and duplexes: 2,000
  - Triplexes: 3,000
  - Quadplexes: 4,000
  - Cottage clusters: 7,000
- **Residential Large Lot 2 (L2)**
  - Townhomes: 1,500
  - Single detached homes, triplexes, quadplexes and cottage clusters: 7,000

- **Residential Small Lot 1 – Edge (S1-E)**
  - Townhomes: 1,000
  - Single detached homes and duplexes: 2,000
  - Triplexes: 3,000
  - Quadplexes: 4,000
  - Cottage clusters: 7,000
- **Residential Large Lot 1 – Edge (L1-E)**
  - Townhomes: 1,500
  - Single detached homes, duplexes, triplexes, quadplexes and cottage clusters: 7,000
- **Residential Small Lot 4 – (S4)**
  - Townhomes: 1,000
  - Single detached homes and duplexes: 2,000
  - Triplexes: 3,000
  - Quadplexes: 4,000
  - Cottage clusters: 7,000
- **Residential Medium Lot 1 – Edge (M1-E)**
  - Townhomes: 1,500
  - Single detached homes, duplexes, triplexes, quadplexes: 5,000
  - Cottage clusters: 7,000
- High-resolution images of the potential new zoning maps are available on the project page. Click on the "more info" tab on the left to download them.

What might new housing look like in older neighborhoods?

What might a **quadplex** look like on a 7,000 square foot lot in the M2-C zone in an **older neighborhood**?

Small rear setback. Since this option has a lower height limit, and the building is far from the street, the back edge of the building is allowed to be near the rear property line.

Lower height limits

Medium-sized homes. Home size influenced by height limits, setbacks, and Floor Area Ratio maximums, described in the sidebar, which are higher here than in the Ecological approach.

30'

20'

Street

65'

5'

5'

108'

Side Property Line

Limited yard space since the building is wide and short

- Buildings would be shorter and a little bulkier in older areas and allowed to be closer to the rear property line.
- Homes might be medium-sized, smaller than the Higher Opportunity approach and bigger than the Ecological approach.
- In general, this alternative requires the most parking and a modest amount of open space.
- Let's look at how these standards would apply to a quadplex in the M2-C zone.
- **Size**
  - o Home size is limited by height maximums, setbacks, and floor area ratios (or FAR). The FAR is 0.8 for most housing types in areas with medium to large lots, and 1-1.2 in areas with small lots. Keep scrolling to learn more about FAR.
  - o A quadplex on a 7,000 square foot lot with a 0.8 FAR. (Image caption)

30'

20'

65'

5'

5'

108'

- **What is FAR?**
  - o Floor area ratio (or FAR) is one way to measure development intensity on a lot.
  - o FAR is the total floor area of all buildings on a lot divided by the lot area. For example, if a residential lot is 7,000 square feet and the FAR is 1.0, then a property owner could

build a 7,000 square foot building. Or, they could build several smaller homes whose total square footage adds up to 7,000 square feet.

- o Below is an example of three different ways that a property owner could build on a lot with a FAR of 1.0.
    - ▪ FAR. A zoning district with a 1.0 FAR can result in different building arrangements on a site. This diagram shows three examples of what a building could look like on a lot with a 1.0 FAR. (Image caption).
- o FAR does not control height or building placement on a site.
- o Both the Ecological Footprint and Neighborhood Context approach rely on FAR to limit development intensity. The High Opportunity approach does not use FAR, which is why buildings are bigger under that approach.

FAR. A zoning district with a 1.0 FAR can result in different building arrangements on a given site.

100% Lot Covered
1 story building

50% Lot Covered
2 story building

25% Lot Covered
4 story building

- • **Open Space**
    - o A minimum of 15 percent of the lot must be open space.
        - ▪ 15 percent of open space must be set aside, which could be anywhere on the lot. (Image caption)

108'

65'

- **Parking and Circulation**
  - About 1 space per unit for most housing types.

- **Other Housing Types**
  - The above diagrams are based on a quadplex on a 7,000 square foot lot. Other housing types, such as duplexes, triplexes, sixplexes, townhouses, and courtyard apartments, would be allowed in this zone too.
  - While the details may vary for each housing type, the size and shape of each housing type, and the corresponding lot size, are intended to match the general scale of what is shown above.
- **Accessory Dwelling Units (ADUs)**
  - All options would allow two ADUs per single-detached dwelling. However, one of the two ADUs must be internal to the primary dwelling.
  - ADUs would not be allowed for other housing types.
  - In 2019, we conducted public engagement to explore how many ADUs should be allowed on a lot with a single-detached house, and what these design details might look like. In the next phase of this project, we will integrate the community preferences for ADUs with preferences for other housing types, and going forward, have one conversation about how to allow housing variety in residential neighborhoods.

What might new housing look like in older neighborhoods?

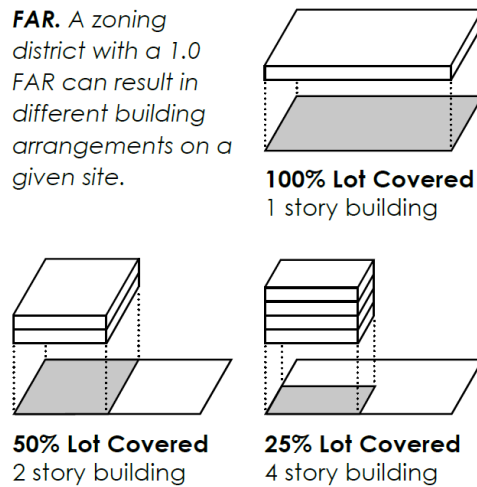What might a **quadplex** look like on a 7,000 square foot lot in the M1-E zone in a **newer neighborhood**?

Some yard space since this option has a deeper rear setback which requires that the building be set back further from the rear property line.

Higher height limits

Medium-sized homes. Home size influenced by height limits, setbacks, and Floor Area Ratio maximums, described in the sidebar, which are higher here than in the Ecological approach.

Four parking spaces

38'
15'
5'
15'
65'
108'
Street
Side Property Line

- Buildings might be taller and a little leaner in newer neighborhoods.
- They might not be as close to the rear property line because the rear setbacks are higher.
- Otherwise, the allowed home size, parking and open space requirements are the same for older and newer neighborhoods in the Neighborhood Context approach.
- Let's look at how these standards would apply to a quadplex in the M1-E zone.
- **Size**
  - Same rules for homes in older areas under Option 3.
  - Home size is limited by height maximums, setbacks, and floor area ratios (or FAR). The FAR is 0.8 for most housing types in areas with medium to large lots, and 1-1.2 in areas with small lots.
    - A quadplex on a 7,000 square foot lot with a 0.8 FAR. (Image caption)
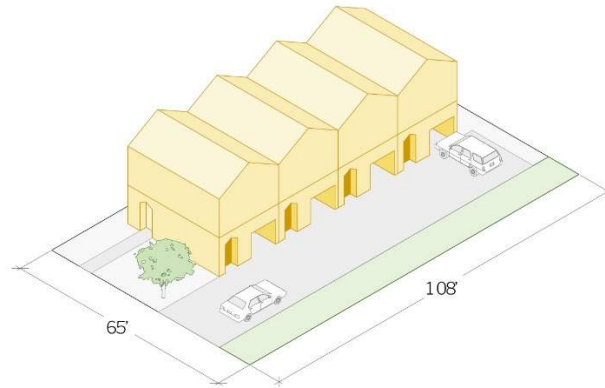
38'
15'
5'
15'
65'
108'
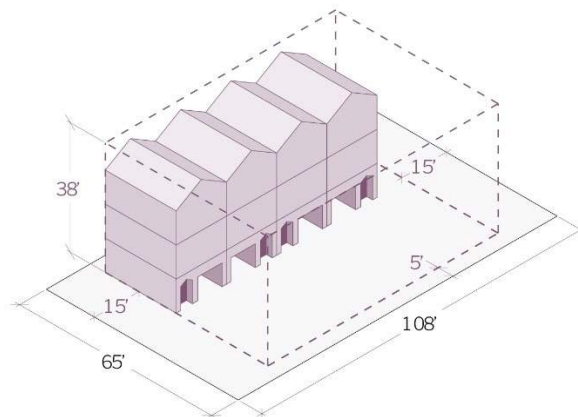
- **Open Space**
  - A minimum of 15 percent of the lot must be open space.
    - 15 percent of open space must be set aside, which could be anywhere on the lot. (Image caption)
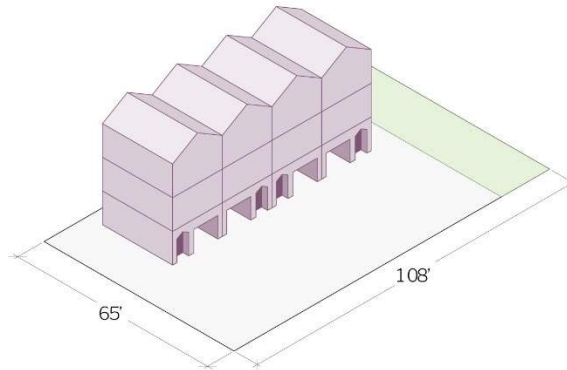
- **Parking and Circulation**
  - About 1 space per unit for most housing types.
    - This option provides four parking spaces, which requires much of the lot to be paved. (Image caption)
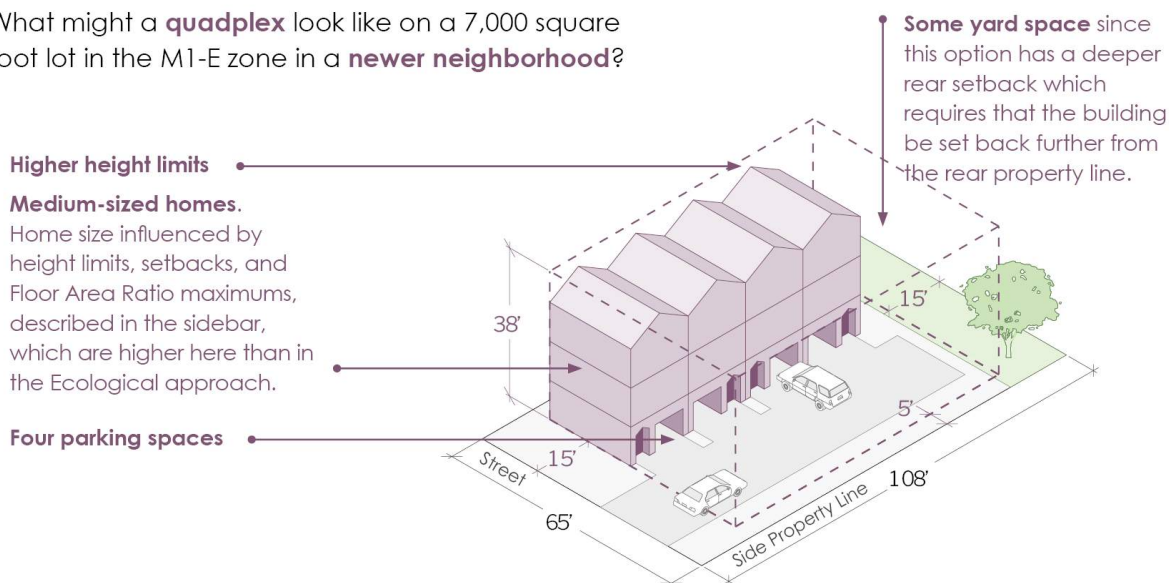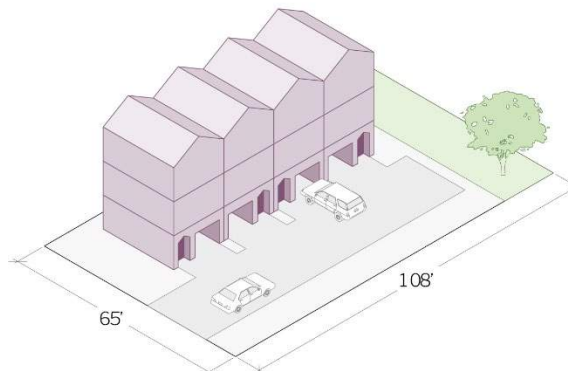

- **Other Housing Types**
  - The above diagrams are based on a quadplex on a 7,000 square foot lot. Other housing types, such as duplexes, triplexes, sixplexes, townhouses, and courtyard apartments, would be allowed in this zone too.
  - While the details may vary for each housing type, the size and shape of each housing type, and the corresponding lot size, are intended to match the general scale of what is shown above.
- **Accessory Dwelling Units (ADUs)**
  - Same for all options.

Let's compare a single-detached home and a quadplex on a 7,000 square foot lot in an older and a newer neighborhood
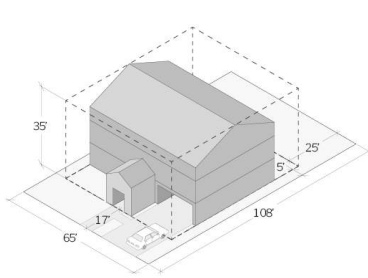
Single-detached home. This is what a property owner could build today in the R7 zone, which has a 7,000 square foot minimum lot size.

Above is a 7,000 square foot home, which is allowed, though most new homes are not built out to the allowed maximum.
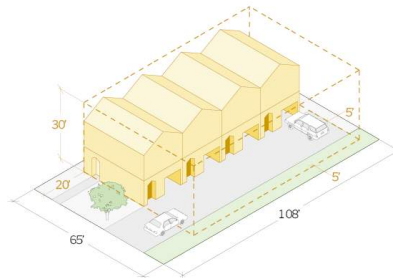
Quadplex. This is what a property owner could build on a 7,000 square foot lot in the M2-C zone.

The above building is about 5,600 square feet. Each unit is about 1,400 square feet.

Allowed home size is the same in older and newer neighborhoods. *However, height limits and setbacks are different.*
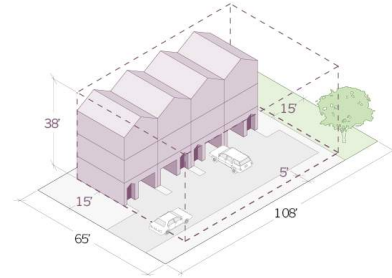
Quadplex. This is what a property owner could build on a 7,000 square foot lot in the M1-E zone.

The above building is about 5,600 square feet. Each unit is about 1,400 square feet.

Allowed home size is the same in older and newer neighborhoods. *However, height limits and setbacks are different.*

Now let's compare two potential quadplexes from Option 3 with Options 1 and 2
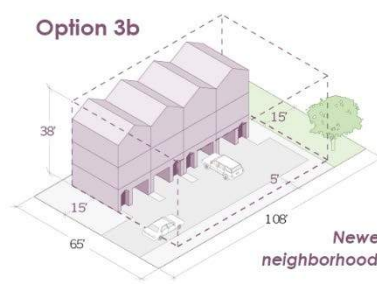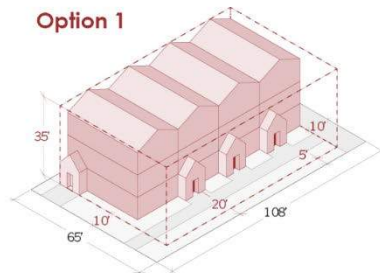
And look at site plans (views from above) to see the differences in allowed building size, open space and parking among all options

Option 1

10'
5' 108'
10'
65'

Option 2

10'
5' 108'
15'
65'

Option 3a

5'
5' 108'
20'
65'

Option 3b

15'
5' 108'
15'
65'
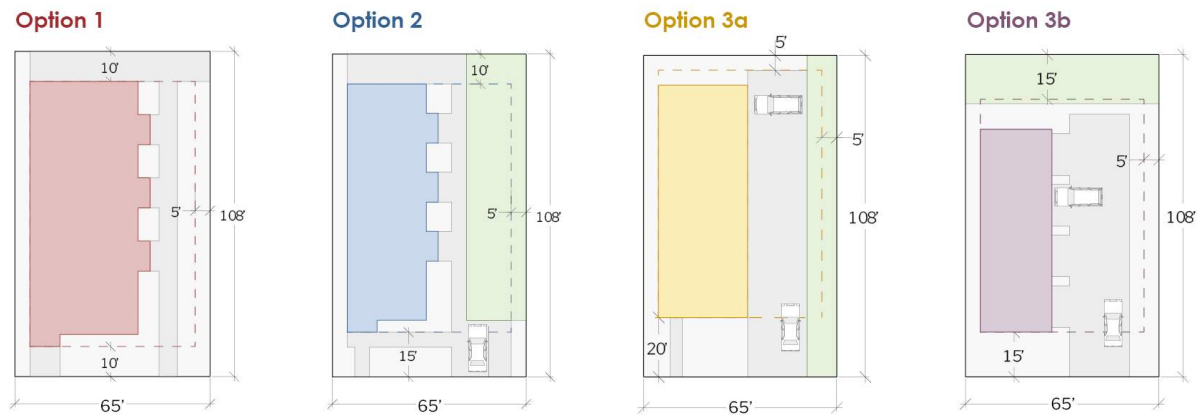
Now let's revisit the benefits, challenges and tradeoffs of Option 3:

OLDER NEIGHBORHOODS	Open space, tree preservation and stormwater infiltration		Privacy, shading and building closeness
Allowed building size		**Parking**	
Because this option allows a slightly higher development intensity than the Ecological approach, home sizes could be medium-sized.	Less open space is required. This facilitates more parking and medium-sized units. This might also make it harder to preserve on-site trees.	This option provides the most parking, about one space per unit. This also means that much of the lot area might be dedicated to parking and circulation.	Smaller rear setbacks will mean buildings might shade and be visible from neighboring properties. However, lower height limits could help mitigate these impacts.
NEWER NEIGHBORHOODS	Open space, tree preservation and stormwater infiltration		Privacy, shading and building closeness
Allowed building size		**Parking**	
No differences in rules between older and newer neighborhoods for Option 3.	Less open space is required. However, higher height limits might make it easier to create a usable yard space and create opportunities to protect on-site trees.	No differences in rules between older and newer neighborhoods for Option 3.	Larger rear setbacks will mean that buildings are further back from the rear property line, so privacy, shading and building closeness might be less of an issue here.

And last, how is this approach equitable?

1. More parking might help support household members who work multiple jobs in areas not accessible by bus or light rail.

2. Medium-sized units might better support some households with more people, such as intergenerational households who want to live in the same unit.

3. Less shared open space means less opportunities for kids to play in yards and for neighbors to socialize.

Design (Tab 6)

Design Features and Characteristics of Homes

Entrances. Some homes have *visible* entrances.
(1)

Entrances. Some homes have *hidden* entrances.
(2)

Parking. Some homes have parking in *back*.
(3)

Parking. Some homes have parking in *front*.
(4)

Garages. Some homes have *narrow* garages.
(5)

Garages. Some homes have *wide* garages.
(6)

Height. Some multifamily buildings are short.
(7)

Height. Some multifamily buildings are tall.
(8)

- Some cities have design rules for the construction of new homes in residential neighborhoods; and other cities do not have design rules.
- For example, a city could create rules that require a front door to face the street, require a percentage of the front of the home to be covered by windows, or limit the driveway or garage width.
- On this slide, you can see examples of what homes might look like if a city does or does not have design standards for the construction of new homes.

Single-detached Homes

Design Features of a Single-Detached House

Ground floor entrance visible from the street
a

A front porch where people can socialize
b

A house, with a front yard, far from the street
c
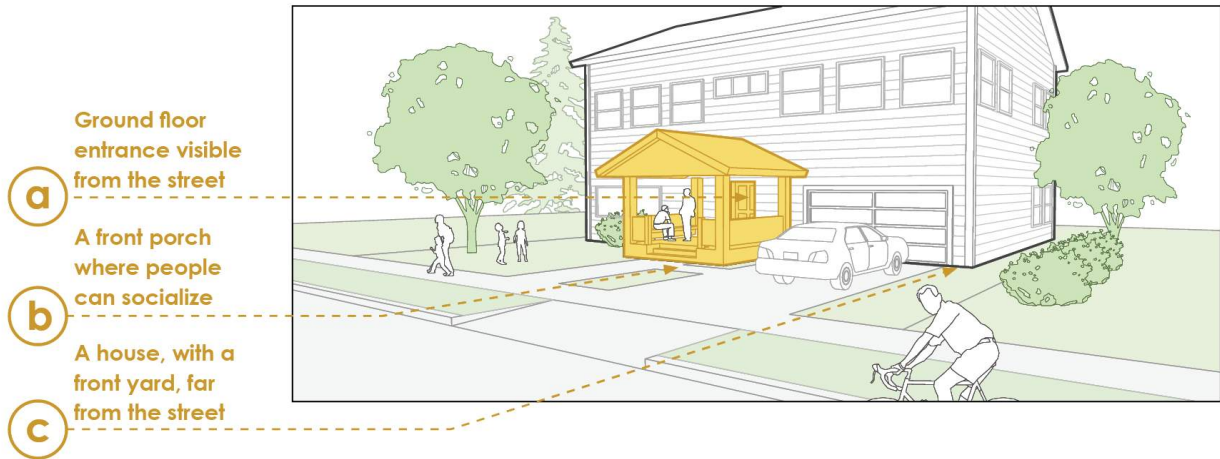
- There are many types of design standards for homes. On this slide are a few examples of what they could be.
- Currently, Beaverton does not have design rules for new single-detached homes in most cases.
- However, Beaverton does have some design rules for multifamily homes.

Multifamily Homes

Design Features of a Multifamily Development
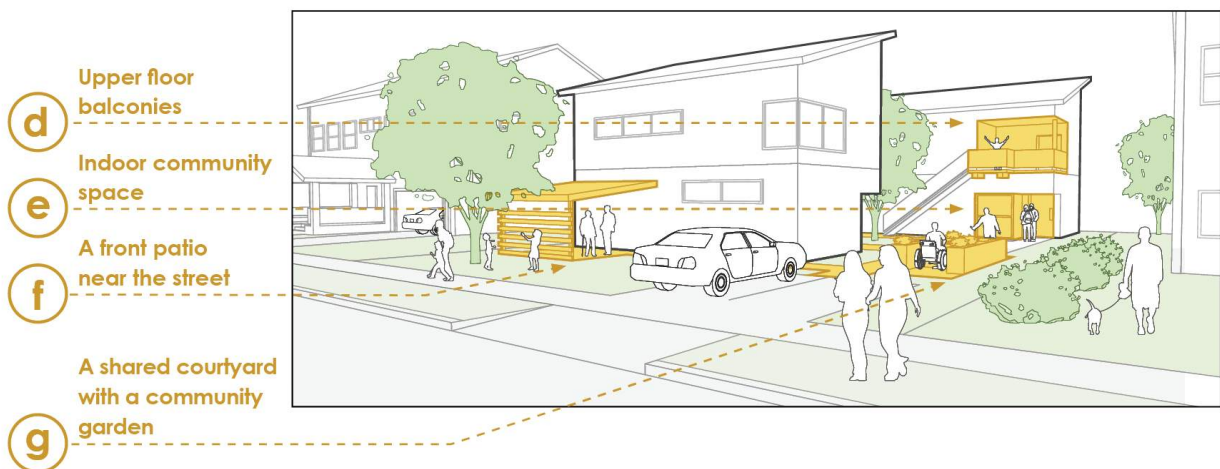
Upper floor balconies
d

Indoor community space
e

A front patio near the street
f

A shared courtyard with a community garden
g

- In the next year, the city will allow middle housing, such as duplexes, triplexes, quadplexes, townhouses and cottage clusters, in neighborhoods with traditionally single-detached homes.
- The city could create design rules for middle housing that is built in these areas. These design rules could be requirements or incentives depending upon community preferences.
- But before we create these rules, we need to understand why design might be important so that we can create rules that address community priorities.
- In the survey on the next tab (Share Your Ideas!), we'll ask you questions about why design might be important to you.

Green, Affordable, Accessible Benefits for Multifamily Housing

a Rooftop used for solar colleciton or rainwater capture

b An extra unit that is affordable

c An existing tree preserved on site

d An extra unit that is barrier-free and accessible

e

- And we'll also ask if you might be open to more homes on a lot, taller homes, or homes closer to the property line if the development provides green benefits, accessible homes, or more affordable homes for the community.
- The solutions for each might look different. But again, it all comes down to the design of buildings and public spaces.

Shared Space

Types of Shared Space

- Design is important for public spaces too. Shared spaces provide unique opportunities for families to spend time together, for neighbors to cook meals in communal kitchens, and for kids to play outside in front or in back of the house.
- But not all of these things can happen in the same space. The size, location, and in some cases, safety or privacy, of shared spaces affect how we use them, when we use them, and who has access to these public spaces.
- In the survey on the next tab (Share Your Ideas), we'll ask you questions about why these spaces might be important to you.

Share Your Ideas! (Tab 7)

- Click on the survey to get started. The survey should be accessible on a desktop computer, tablet, and mobile phone. But if you have trouble accessing the survey on a mobile phone, we encourage you to access it on a laptop or desktop computer at this address below:

  https://arcg.is/1veKjH0

APPENDIX E: Alternatives Survey (May-June 2021)

Now is your opportunity to let us know what you think about the three housing options (and design too!) Options 1, 2 and 3 have a different combination of allowed home size (small to large), parking (less or more), and open space (less or more). To illustrate each option, we used a quadplex on a 7,000-square-foot lot to highlight key differences. For the purposes of this survey, please assume the same ideas about allowed home size, parking, and open space could apply to duplexes, triplexes and sixplexes in all options.

In the series of questions below, we ask you to consider the benefits and issues that may be associated with each option. Feel free to answer these questions based on your individual perspective. Would you like to move to a new neighborhood that might have more affordable homes in the future? Are you a current resident who is open to housing variety in your area but concerned about taller buildings or parking capacity in your neighborhood? These perspectives, and many more, are all valid – and we'd like to hear about all of them.

So let us know what you think below. This survey should take about 15-20 minutes to complete.

QUESTIONS ABOUT OPTIONS 1, 2 AND 3:

OPTION 1
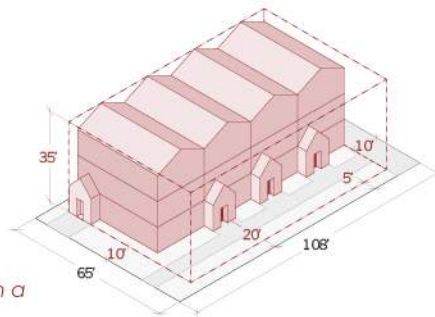
A potential quadplex on a 7,000 square foot lot

Overview: This approach provides the most flexibility for property owners that want to add wider housing variety in neighborhoods to meet people's needs. All types are allowed on nearly all lots, with smaller minimum lot sizes.

Potential Results: Larger buildings allowed. Could have more homes and/or more bedrooms. Most likely to support multi-generational living. Larger homes are usually more expensive.

• **Maximum height:** Usually 35 feet but 40 feet in some locations.
• **Distance between property lines and buildings:** Small, 10 feet in front; 5 or 10 feet elsewhere.
• **No minimum open space required**
• **No minimum parking**

1. **What do you think are the benefits of Option 1 (High Opportunity)?**
   - More living space.
   - Do not see benefits except to developers. Too dense. However, I truly believe that with the cost of land inside the UGB, developers are going to push the City for Option 1. Really dislike it because of no parking. Our city was not designed in the first place for cars to be on all the streets all the time. Might work in new projects wherein streets are designed wider.
   - More flexibility for building.

- More affordable housing and diversity of housing options. Many lots in single family neighborhoods are less than 7000 sqft. City should strongly consider allowing fourplexes on lots 5000 sqft and greater. Small plexes generally to do not change the overall feel/character of a neighborhood and allow continued high standard of living.
- Larger buildings can make for larger homes. But larger homes are more expensive, so I think there should be options for bonus units if a portion are made permanently affordable. I do like that there is no minimum on-site parking required in this option 1. However, I don't care for the lack of minimum open space requirements. There needs to be a minimum number of outdoor greenspaces in the form of a courtyard and trees.
- Good for those without children.
- I don't see any advantage to building like this. The homes take up what looks like 95% of the space. We need to build smarter, not larger homes.
- The fact that it supports multigenerational living. This will become more necessary as more people become caregivers for their elder parents. It is also beneficial that there are no minimum parking requirements, as that usually induces traffic/car culture. We need to entice more people to use public transport, especially in this climate crisis age.
- High Opportunity could be re-branded as 'high profit potential for developers/property owners'. These are the buildings currently going up that look they are designed with maximum benefit to the developer and the city's tax coffers. In 10 years, these will be highly unpleasant places to live, but developers/current property owners will be gone, so it's of no concern to them.
- Best for affordability and equity.
- Accommodate multi-generational families.
- Provides for providing homes to the largest number of people and living situations (multi-generational).
- ZERO! Talk about creating all hard scape surface with no immediate green space area is absolutely ridiculous. I can't even begin to understand how this would be the most environmentally appropriate approach. Children won't even have a patch of green area to play in.
- Who has the ""High Opportunity""? Certainly not people that want a home and surrounding property that they can extend their living in to.
- More housing flexibility, and I consider this "gentle density". This would allow us to provide housing for more people.
- None.
- NONE. Don't turn my neighborhood into something that looks like the worst of Portland.
- None. This looks cramped and horrible.
- More housing, but it's not guaranteed to be affordable for the population you're trying to reach.
- Open space and off-street parking need to be included. Put parking underground if you need to maximize lot use.
- Ridiculous!!
- Potential for community building based on proximity.

- I do not see the benefits to add this type of housing to established single family neighborhoods.
- None. Too crowded.
- Shared expenses for residents sharing the building (i.e., roofing, landscape, paint, upkeep).
- Save land use.
- Beaverton is already full of this crappy cheap-housing. It has become a bloody eyesore. Don't forget, NOBODY has to live in Beaverton.   It should be a choice. NOBODY provided a dwelling for my family.
- I am fed-up with the poor-quality, heavy-density dwellings. This is a recipe for every type of crime imaginable.   Remember, I vote too !!
- Less expensive housing, community aspect of living closer to each other, good use of land.
- Larger homes and no parking space requirements! This is a clear financial benefit to the PROPERTY DEVELOPER/OWNER only - leaving the residents to fight over limited street parking spaces and placing the burden on the Beaverton Traffic Commission to help resolve neighborhood parking conflicts.
- More bedrooms/capacity.
- It could provide lower cost housing if placed in a new neighborhood. It would be a good fit if placed in close proximity to MAX lines.
- Increases (potentially) housing supply.
- Larger homes can accommodate more people and the lower cost of homes makes it easier for the displaced renters to be able to buy a home for themselves, at a price not much higher than their monthly rent.
- Flexibility.
- Since you only allow me 1000 characters at a time to express what's wrong with this, and you don't have a general comment answer, I've ignored your questions and I've split my response into the various answers in your survey.
- To summarize, I think this whole concept stinks. The City should be working with other cities across the state to sue to have HB2001 from the 2019 legislature overturned. Eugene's City Council was prepared to do this for a time. Perhaps argue that since the law was passed quietly at the end of that session, and since we've had the pandemic and it's been difficult to get people involved, and since the state hasn't sent a mailer about this to every single-family homeowner in the state, implementing HB2001 violates LCDC goal 1 of Citizen Participation.
- I was a Planning Commissioner for the City of Beaverton in 1988 and 1989. When I was on the Commission, we approved single family developments.
- No benefits other than extra housing. I just don't like the design!
- Given how dire the housing crisis is and the lack of remotely affordable housing in Beaverton, this option is very attractive.
- I like this option but there need to be some detailed design guidelines regarding how the building addresses the street, location and minimum number of windows at least one entrance facing the street, etc.

- Best addresses short-term and long-term housing shortages and most likely to attractive and cost effective for developer.
- None
- Supporting multi-gen and not having minimum parking
- I think it's good to maximize the lots size and home size at the same time serving the needs of the community and what they are looking for throughout Beaverton.
- No benefits for established neighborhoods.
- Multiple families can own house in small place.
- Max density and car free lifestyle.
- More units on a piece of ground.
- practical: you can house more people / larger and multi-gen families.
- High density, can be more affordable.
- Space for multi-generational & larger families.
- Developers are probably most interested in this option to maximize profits, most housing units gained.
- Opportunity for creating cooperative communities.
- I don't see many benefits to this - it feels very disruptive and very out of line with what draws people to Beaverton.
- Least favorite of the options. Only seems to benefit landowners and developers. Would make every area look like the hive of buildings going in at TV Highway and Murray.
- Density
- More housing
- I like the fact it allows for multigenerational households.
- More housing stock could lead to lower prices.
- Flexibility and owner directed decision making. Least amount of gov influence.
- Larger houses could accommodate more family members.
- It's really hard to see the benefits to the public in this plan. Here, though, obviously the real estate industry benefits the most by destroying the land, trees and maximizing their profit through building out the entire site. The negative effects such as loss of permeable space and tree canopy are passed onto the public to become their burden. The City is not here to prioritize service to those who have the most money such as the for-profit developers who will only rent/sell to the highest bidder. Flexibility to property owners is not a good thing when those property owners are overwhelmingly white and wealthy - the opposite of equity, where we should instead be giving more power to the poor, disabled and people of color who have historically faced housing discrimination.

2. **What issues concern you about Option 1 (High Opportunity)?**
    - Close to neighbors and no outdoor space or parking.
    - Too dense. We have already met Metro's density requirements, now we must again go denser yet.
    - Project on corner of Murray and TV Highway is a ghetto waiting to happen in our city. Concerned on all

- Options, what are the elderly to do? Extremely difficult to find a one level in the City of Beaverton now.
- People have cars and need parking
- People need outdoor spaces too
- Minimal concerns- parking is not an issue in most areas (not compared with Portland). City should prioritize living units over parking. There is more than enough street parking in most single-family neighborhoods currently.
- Affordability for larger units and the lack of required greenspaces.
- Those with children would have no place for the children to play unless the plan is to build these next to public parks.
- There is no place for homeowners to garden, not really space even for sitting outside and visiting with neighbors from porch
- Little to no green space for outdoor interaction/children playing. Most of the families that I know who live intergenerationally would not be able to afford a 2,000 square foot home, and intergenerational families need outdoor spaces where kids can play.
- The lack of green canopy. Lack of solar on rooftops.
- That there is no minimum open space required. It should be required. Especially in regard to protecting our areas of significant natural resource, which are already in short "supply" in city limits and Washington County limits (which doesn't even have a tree code, etc.) Another concern is that people might not use that extra space in the home for multigenerational living. It might be used for Airbnb or for a single person that wants a lot of space to themselves, which defeats the purpose of enhancing community.
- Extremely high percentage of non-permeable soils. No space for trees, leading to the 'heat island' effect.
- A denial that all residents, but perhaps especially lower-income residents, will likely rely on cars for transportation, leading to dangerously crowded/narrowed streets and headaches for neighbors/parking enforcement to deal with cars, obstructions to utility and trash services, and less bicycle and pedestrian safety.
- This option also does not take into consideration what is built next to, or behind it: do we take into consideration the light/sound pollution caused to the surrounding less-dense neighborhood?
- Visually, these developments look more like minimum security penitentiaries, rather than homes. Roy Rogers Rd. has been turned into a dark canyon of dense condos.
- I do like greenspace, but it doesn't have to be on private lots.
- Lack of open space and parking.
- This option focuses on development more than livability. It might allow for the greatest density, but I do not believe it would lead to communities that create positive and desirable living situations.
- It is unrealistic to not provide some off-street parking given the poor access to public transmit in many areas of Beaverton, and the need to most people to commute to work due to inadequate number and types of jobs within these communities. It is unrealistic to expect each household to average less than 1 vehicle, even as we transition to EVs. Congested street parking is both inconvenient and stressful. I would not want to live in a home where at least one-off street parking space was not available. Although the

density of people will increase, this will still not create an urban environment where many necessities are within walking distance.

- How can you state this is the most environmental type of housing? There virtually is no green scape - trees. Most of the area will be hard surface and water runoff will be tremendous when there is little to no ability for vegetation to be planted.

- Why not pave everything...

- Parking - all family homes should have a designated parking space on the property they own or rent. Most families have two cars. Parking on the street with no other options will be at constant battle for families.

- What about privacy and having the opportunity to plant a garden in your own backyard?

- There is not any play area for children in the immediate yards.

- There is no gathering space available in the immediate area.

- Can you imagine this type of housing back-to-back?

- This is the worst type of planning imaginable.

- Incorporate tree protection

- Parking, noise from too many neighbors clustered together, traffic from too many neighbors clustered together.

- In well-established neighborhoods, I find this option to be troublesome shoehorning in more buildings seems to be problematic. Could have traffic impacts as well as impacts to existing well established sightlines. I also really dislike no open space or parking. I don't want my neighborhood to look like parts of Portland where the streets are crowded, parking is a premium, and we have no relief from density. I also worry about more noise. I vote NO.

- cramped. Lack of open space. Crowded. You need to be realistic about parking - it's hard to live in Beaverton without access to a vehicle.

- To not require onsite parking will be a disaster for neighborhood livability. It's already a problem to have lots of on-street parking in single-family housing.

- Off street parking needs to be included, put it under the structure if necessary. Multigenerational homes will have 3-4 cars per home. There needs to be off street parking for these cars.

- Too many houses and people and cars in small spaces!

- Lack of open/green spaces.

- Too many people in small spaces.

- Property value decrease. Traffic. Blight.

- Crowded. Parking. Streets/ roads and other infrastructure inadequate.

- Parking. Street parking is not ideal.

- Parking

- All over Beaverton, the lunatics in charge are forcing cheap, high-density accommodation on the community. This is a disaster waiting to happen. Remember NOBODY is forced to live here.

- No minimum parking presents significant issues...we see it in NE Portland with small lots.

- Limiting the number of parking spaces is unrealistic given how many households rely on more than one vehicle and how this will exasperate the street parking "turf wars" between neighborhoods. More problematic is the discrimination that the limited parking space represents, especially against the elderly, the physically disabled, shift workers, and families with young children. Although residents should be encouraged to cycle and use public transportation, not everybody is sufficiently healthy to walk long distances or to cycle (with children or with a week's groceries), especially when it is dark and wet. By limiting the number of parking spaces in new housing developments to 1 space or less per unit, the city would be discriminating against many potential residents and making the units available primarily to young healthy adults without children, especially those who have the good fortune to be able to work from home. Is this the vision that the city planners have for Beaverton?

- No option for open space

- If placed in an older neighborhood with single level homes, it would destroy the neighborhood. Many people paid a lot of property tax and worked hard for many years to have single level detached homes. It is wrong to build next to them and destroy the neighborhood character. High density housing also creates traffic problems unless mitigated by road improvements. Parking and safety issues as well as lack of green space are also a concern.

- Would these be so different from what is already in neighborhood that they would stick out like a sore thumb and be hated by everyone, with potential for future occupants becoming targets of negative reaction.

- There is no parking, and most houses will possibly have multiple cars that'll crowd the streets.

- I strongly disagree with the comment that Option 1 is most likely to support multi-generational living. Giving developers ultimate flexibility they will absolutely maximize profits, NOT wellbeing, community, or affordability. They will simply use the increased FAR allowance to build expensive mc-mansions that consume far more than their share of natural resources, exactly the opposite of what these changes are intended. The ideal for all the multigenerational families I know is a modest home, with a basement apartment for their adult children, backyard cottage for their aging parents, and maybe a small apartment above the garage to provide some income. Most families wanting to live multigenerational cannot afford huge homes, nor would they be able to afford to purchase an entire multiplex. But they COULD start with a modest home and gradually add on the ADUs they need to make affordable housing for their multiple generations plus one tenant. Why are all the options limiting ADUs?

- HB2001 from the 2019 legislature is perhaps the worst piece of law passed in Oregon in quite a while. It's a betrayal of an existing social contract. It's bad policy. It ignores alternatives. And it won't achieve its stated objectives. In more detail, here's why I say that, in no particular order:

- Lack of local control. We have local planning commissions and city councils to decide how a city develops. Yes, there's LCDC and state rules. But this wholesale takeover by the state of how neighborhoods should look is too much.

- From where I sit, HB2001 is a gift from House Speaker Tina Kotek to her campaign contributors, many of whom represent building developer interests. Developers and

building trade workers benefit from converting existing neighborhoods into raw material for new construction, which is what HB2001 achieves.

- Not enough green space, not enough parking space.
- We could go with even higher opportunity. Removing the property line setback requirements would be interesting.
- Doesn't fit in with the aesthetics of Beaverton or the reasons that people find the suburbs attractive relative to urban areas. Less desirable for owners due to concerns around parking (especially for parents and elderly) and lack of open spaces and greater privacy.
- Keep older homes just the way they are.
- No green space, shared outdoor space, open space; needs trees and pervious pavement
- Privacy. The closer the homes, the less privacy.
- Overcrowding in general, loss of community 'culture', overcrowding of schools, insufficient community resources (police, fire).
- Parking should be provided to reduce street traffic.
- No green space
- Too many stairs, o parking, no play area for kids.
- Lack of parking; high density living is usually unpleasant/noisy/lacks privacy/lacks security
- Limited parking, minimal green space, lack of privacy
- Not a lot of green space or parking or shared space.
- Loss of trees, green space, doesn't fit into most neighborhood settings well. Feels too big.
- If made cheaply and not cared for these buildings can become "slum" like in appearance.
- It feels like something that will mainly benefit developers, at the cost of destroying what's special about Beaverton.
- Creates a feeling of crowding of buildings and competition for parking spaces. Not appropriate for areas where services are not in easy walking distance. Makes every area feel like a city, removes the benefits of trees and open space. Not good for human habitation.
- No green space.
- Prices will still be high, overcrowding.
- I think it will price out young and minority families due to high home costs.
- No parking areas in a car-dependent suburb like Beaverton.
- Potentially parking
- Too dense
- If we are looking for affordable ways for people in smaller properties to move, this isn't it. The cost of living in bigger properties like these is prohibitive for most families where wages have remained stagnant. Additionally, the lack of parking leads to additional stress. Finding street parking is an expected hassle in bigger cities, but not in suburbs

like Beaverton. Parents with small children, elderly parents, or family members with disabilities as well as loads of groceries will frequently struggle, and this is a step backward for many. Without a yard or green space, there's no safe outdoor space for kids to play. As a teacher, I notice that many of my students who live in apartments with no yards tend to be overweight and are itching to move because their parents keep them inside for supervision. If they don't have cars, getting to a park can be challenging.

- Option 1 overwhelmingly benefits rich property developers/real estate speculators. There is no indication that fitting more housing in the same space will achieve more equitable outcomes for underserved populations when there is no control on how much the units and property will then be sold/rented out for. In Portland there are new duplexes being sold at $6-700,000 per unit which isn't affordable. Also, the lack of yard space is bad for addressing the climate crisis in Beaverton. The urban heat island effect would be worsened through the development of the Option 1 (High Opportunity) rules, as more of the city would be paved over and there would be no space allotted for tree preservation or new large-maturing tree planting. This is by far the worst option. Simply allowing more units to be built does not actually address housing equity issues without more protections for low-income residents and the environment. Simply put, Option 1 would make Beaverton a worse place to live for all.

OPTION 2
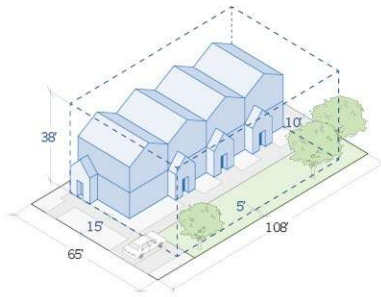
A potential quadplex on a 7,000 square foot lot

Overview: More emphasis on open space that can provide places for people to hang out; garden; or plant trees. Minimum lot sizes apply. Triplexes and quadplexes would require a minimum lot size of 5,000 or 7,000 square feet in many locations.

Potential Results: Buildings will take up less of the lot but might be taller than existing buildings or what is currently allowed. Limitations on home size might mean adequate but smaller units, which might be cheaper to rent than large homes.

• **Maximum height:** Usually 38 feet.
• **Distance between property lines and buildings:** Medium, 10 to 15 feet in front; 5 feet on the side; 10 to 15 feet in the rear.
• **Minimum open space required:** 20 or 25 percent of the lot.
• **Minimum parking required:** 0, 0.5 or 1 space/unit depending upon type.

3. **What do you think are the benefits of Option 2 (Ecological Footprint)?**

- Some greenspaces
- It is better than Option 1.
- More open space
- Parking required
- More open space and space between buildings. Maximum height of 38 feet.
- More height could allow more units making 3rd floor possible. Additional green areas or trees is always desirable.
- This is my preferred option. I like that there is a minimum open space requirement. Could there also be a minimum number of trees required for this space? Could the setbacks be relaxed to get bigger buildings and more space per unit, while retaining the minimum required open space? I like that there is an option for no minimum on-site parking requirements in certain circumstances. Perhaps that could be generalized to all types to make more space for open space while allowing for the number or size of units to increase?
- Minimal, but there is a bit of space for children to play on.
- Homeowners could have outdoor gardening.
- Presuming front doesn't have to be like shown - more front porch so owners can visit with neighbors' evenings and weekends.
- Keeping the natural beauty that we enjoy in Beaverton by securing space for gardens, grassy areas, plants, and outdoor interaction among children and neighbors.
- As long as the buildings are set further back from the site lines of the street, I think it's fine. I think it's better to

- Emphasis on open space (gardens, trees.) It's been proven in numerous research studies that relaxing in green/open space decreases stress and improves mental health. People need some green area to de-stress in - and shouldn't have to drive an hour to reach such a place. Taller is better too; More trees provide other benefits too, such as decreased temperatures on the street. This will be important as summer temperatures get more extreme. Let's thing long-term (50 years down the line) and not short term (5-10 years.)
- This is a slight improvement over Option 1 in regard to green space, but otherwise not much improvement. Setbacks are still minimal. If jobs, services and schools are truly provided within walking distance, it would improve the situation somewhat.
- Good ecologically
- Open space
- It prioritizes the benefits of natural space, an important component of livability to many people. It allows for some off-street parking. Overall, this approach seems to be a good balance between achieving positive communities while increasing social equity.
- At least this design allows for a few trees.
- Why no parking available?
- Can you imagine how difficult it will be to find parking?"
- Still a reasonable amount of density.
- None
- Better than 1- keeping more green space is important.
- This looks great, with all the wildfires we need to reduce carbon footprint. Open space is good for mental health.
- This is a better fit for our city. We take a lot of pride in having parks and trees and open spaces. To eliminate ecological spaces in neighborhoods (by increasing housing footprints) will decrease our quality of life.
- Open space is good. Put parking underground if there is no room on the lot.
- Better than option 1
- Green spaces, increased potential for carbon reduction, housing density in this model also lends to community building based on proximity.
- None. Should not be allowed in single family neighborhoods.
- Not enough parking. No consideration of existing infrastructure.
- Same answer as Option 1... shared upkeep. The open space is nice, as it is not overwhelming for a tenant (preferably a homeowner)
- More of the same low-quality heavy-density accommodation. We do NOT need this lunacy in Beaverton. Is anyone getting the message?
- WE LIKE THIS ONE! Better cost, meeting places for residents, some parking (a huge concern for neighbors), more space between homes
- Would there be electric hook ups installed in the parking bays, so that residents could charge their EVs? If so, how would the charging stations be shared by residents, given the limited number of parking spaces?
- Open space is imperative. It's what makes it neighborhood so awesome and of course climate change.

- It could provide lower cost housing if placed in a new neighborhood. It would be a good fit if placed in close proximity to MAX lines.
- Preserves some green space and carbon capture. Marginally reduces pavement which increases surface heat. It seems in most developments there is minimal effort made in preserving trees and vegetation. By incorporating some green space as alternative to hard scape it may mitigate need for surface water management.
- Having spaces to socialize and play is important for a larger family. This home can provide a good starting point for most young couples and new parents.
- The most effective strategy for the City of Beaverton is to do everything they can to promote smaller unit sizes, coupled with shared green spaces, public transportation and community services. Smaller unit sizes solve for so many problems! More affordable, more environmentally friendly (for their entire lifespan!), more efficient land-use, and there are studies that show smaller homes actually make people happier. I also love the emphasis on promoting sustainability, nature and community space. Check out this Canadian study on happy homes: https://thehappycity.com/wp-content/uploads/2017/05/HappyHomesReport.pdf and this report about the benefits of cities where nature and humans thrive: https://www.nature.org/content/dam/tnc/nature/en/documents/Outside_Our_Doors_report.pdf
- Ruins existing neighborhoods. There's not enough consideration for where people are going to park. Multi-family dwellings plopped down in existing single family residential (SFR) neighborhoods will shade existing backyards and destroy privacy. Existing trees will be cut down to make room for the increased footprint from the multi-family units this law allows, or just because they are in the way of new construction. Increased traffic and noise will make existing neighborhoods undesirable as SFR. People will still be able to sell their houses, but the only buyers will be speculators who want to turn those houses into new multiplexes.
- Lots of green space.
- Reducing the footprint of a building does not always mean the property will be environmentally-friendly. If the open space is just unused grass that requires water, fertilizer, and mowing, is it really more friendly than the high-opportunity option?
- This does have potential though. I like the taller buildings.
- Having the roof oriented for solar energy is important, requiring south or southwest roof slope, provide exterior neighborhood spaces. street parking is allowed
- Aesthetically fits into the style of Beaverton, the city of Trees. More desirable to a homeowner looking for privacy, space, and space (an improvement from apartments), environmental benefits from trees (shade, oxygen), landscaping can help create more visual diversity, landscaping maintained by an HOA can help improve property value, create pride of ownership and community, as well as landscaping jobs.
- None
- Greenspace and not much parking
- Besides helping maximize the benefits of our natural resources like solar, this gives another housing option for those that are energy efficiency focused.
- Not enough space requirements would lead to overcrowding. Taller buildings will eliminate privacy for current residents.

- None, we are in Oregon and greenery is everywhere.
- More affordable. Love plants and trees (please no grass. What a waste)
- More units on a lot. Too many stairs. No private area for relaxation or play.
- Community garden; includes parking
- Ecofriendly, reasonable density, generally decent prices
- Shared green space! smaller footprint. great in areas with good mass transit access.
- Saving trees and green space, fighting climate change, smaller more affordable units. Would fit easily into all neighborhoods. I think this could still support multi-generational where the families hold 1, 2 or 3 units since smaller.
- The open space will allow community interaction to occur more spontaneously.
- I like the emphasis on preserving open space - the greenness of Beaverton is a huge draw.
- Room to breathe! Smaller can be very livable and can be made as luxurious as individual owner wants. Space between buildings makes for better relations and feeling of personal space. Most important - good for the planet, and it needs all the help it can get.
- Good living option, keeping Beaverton green with the green space.
- Open space
- Can get more homes with taller buildings
- Green space and flexible outdoor areas are awesome!
- Not much, more gov intervention with less flexibility and will directly impact the cost of housing in a negative way.
- More open space areas
- Open spaces like gardens and small yards are great for families! Kids could play, parents could grow their own food and flowers, and the neighborhood would be beautified. Having at least 1 parking spot would help families with small children, elderly parents, or family members with disabilities gain easy access to their homes. Also, smaller units would be more affordable.
- This is the best option by far of the three. Flexibility of siting the buildings should be required to maximize preservation of the largest, healthiest trees. There is a strong correlation between presence of trees and greenspace at one's home and positive social, economic and health outcomes (http://depts.washington.edu/hhwb/). This plan would actually achieve equity through connecting marginalized groups with meaningful greenspace and trees. In Option 2 (Ecological Footprint), the floor-area ratio should be much smaller than 1 to preserve greenspace and mature trees, as well as keep the cost of the units low to buyers/renters. We don't need to be building units the same square footage as single-family houses, because that will mean that they become less affordable and accessible to marginalized communities. The Housing Options Project should not be designed to benefit wealthier families first; it should be directed solely at helping low-income folks from being displaced from the city.

4. **What issues concern you about Option 2 (Ecological Footprint)?**

- Taller buildings next to single story family homes would not be good.
- Option 3a and 3b are better.
- Taller buildings are difficult for older people who can't climb stairs
- For suburbs, it is unrealistic to have zero or the ridiculous "0.5" parking space. Vehicles are a necessity in the suburbs and parking spaces to park them should be mandatory.
- May limit feasibility of fitting 4 units on one lot.
- See above. I am not convinced that min on-site parking requirements are needed. Is there any place in Beaverton where there is not a surplus of on-street parking to meet this need? I say eliminate all the on-site parking requirements. Another thing that I think could be changed is the min setbacks could be reduced a bit.
- Beaverton is still a very car-centric city. Mass transit is still a thorn in the side if origination and destination not on a line - multiple transfers make a simple 20-minute drive into an hour or more just riding/switching to get to destinations. These homes could easily have 2 or more adults in them, each with their own vehicle and that means a large number of people jockeying for street parking.
- Accessibility for mobility challenged.
- That there is a minimum parking space required. This should be made an exception only in areas where there isn't a public transport (MAX or bus) stop within .25 (1/4) of a mile. Lots that are near a stop shouldn't have a minimum parking requirement.
- More affordable housing is good, but we need to stop pretending that families/individuals greatly rely on cars for daily use. It may be that lower income individuals rely even more on their car, as the household probably requires more than one income to support expenses.
- Do we consider the structures on lots adjacent to this? Will these be 'looming over' other homes in the neighborhood? Will residents of Option 2 be parking in front of older homes, which probably have more street frontage than Option 2 homes? Please look around at the current issues in Aloha/Beaverton where high-density infill has left cars jammed on streets, parked on lawns, blocking neighbors' driveways, etc.
- Less affordable housing, I'd rather have shared greenspace than private gardens
- Tall in neighborhood of single-level homes
- Less opportunity for larger, multigenerational homes.
- Who owns a 0.05 car?
- Where will all the cars park?
- There is not any play area for children in the immediate yards.
- You have stated that common areas will be possible. Where do you see common area options in this type of planning?
- What about privacy?
- Once again, you will create hard scape without allowing the opportunity for enough green space because that same space will be competing with play space, garden space and gathering space.
- Don't love the setbacks from the street, and also not the most efficient use of the land available.

- Parking, noise from too many neighbors clustered together, traffic from too many neighbors clustered together

- I still worry about adequate parking and frankly, the City has done a horrific job of making sure that streets can carry additional traffic (look at Scholls Ferry and how horrible traffic is with the addition of all that development west of Progress Ridge). I also don't like that in well-established neighborhoods you could end up with more "flag lots" that don't allow for additional parking and again make parking more difficult. You still don't address the need for more/safer bike lanes, better walking options, but you continue to add density.

- Need to make sure we have excellent bike lanes and decent public transportation options. Also traffic calming measures.

- Please ensure that the open space is welcoming for women - good lighting, good lines of site. It would be nice to have little storefronts also so that there are restaurants and shops in walking distance.

- It would be nice to have more pedestrianized areas where there is less traffic noise."

- Still need to require onsite parking (rather than on-street parking). You can't assume that people will choose public transport over having cars.

- Buildings in residential areas should not be taller than a typical home.

- None.

- Crime, property value decrease. Traffic.

- Above

- Parking. Not enough parking.

- More people are being crowded into smaller spaces. This is a recipe for DISASTER -- EVERY type of CRIME can be expected in these cramped conditions.

- Limiting the number of parking spaces is unrealistic given how many households rely on more than one vehicle and how this will exasperate the street parking "turf wars" between neighborhoods. More problematic is the discrimination that the limited parking space represents, especially against the elderly, the physically disabled, shift workers, and families with young children. Although residents should be encouraged to cycle and use public transportation, not everybody is sufficiently healthy to walk long distances or to cycle (with children or with a week's groceries), especially when it is dark and wet. By limiting the number of parking spaces in new housing developments to 1 space or less per unit, the city would be discriminating against many potential residents and making the units available primarily to young healthy adults without children, especially those who have the good fortune to be able to work from home. Is this the vision that the city planners have for Beaverton?

- Doesn't have an option with old and new neighborhoods

- Slightly better than Option 1. If placed in an older neighborhood with single level homes, it would destroy the neighborhood. Many people paid a lot of property tax and worked hard for many years to have single level detached homes. It is wrong to build next to them and destroy the neighborhood character. High density housing also creates traffic problems unless mitigated by road improvements. Parking and safety issues as well as lack of green space are also a concern.

- Setback reduction on rear/adjacent property that reduces privacy.

- No allotted parking for residents of the houses can become an issue if homes are built near a school.
- For increased flexibility, there should be some consideration to the ecosystem of community services available within the immediate neighborhood. For example, maybe the number of required parking spaces be reduced as the walkability and public transportation scores go up (and vice versa where public transportation is not available). Or the amount of shared green/community space required be reduced or increased depending on the lot's proximity to a community park. The taller buildings are fine as long as they are not shading any neighbor's solar panels. I would also like to see more about how this can be used to promote cottage clusters and multiple ADUs.
- Invites speculation. Under HB2001, every SFR home is a possible multiplex. Speculators, many from out of state, will swoop in to take advantage of this. This will drive up the price of existing SFR, raise property taxes for existing residents as a result, and price existing SFR out of the reach of buyers and current owners.
- Existing infrastructure, including water mains, sewers, schools, and roads, will be overwhelmed. System development charges won't cover the additional capacity needed and the existing residents will be stuck with the bills to expand these government services. Developers will walk away with profits, which they can give to Speaker Kotek's future campaigns. Speaker Kotek will have more campaign funds. And individual residents will be poorer as a result.
- Is there enough off-street parking?
- I think removing parking requirements would help private owners decide how much parking they want to provide themselves. Maybe that's zero spaces. Maybe it's one. But I don't think we should require parking for an option that claims to be environmentally friendly.
- Since there is no guarantee that the open space will be productive or environmental, we may need guidance over that space (what can be planted there or what shouldn't be planted there). It should be native to Oregon."
- Building height that could be an eye sore or Eliminate views fir other properties. Doesn't create as many affordable housing units. Plants that are not maintained can be unsightly or cause damage (fallen tree limbs, root damage to sidewalks, foundation, water lines, etc.). More water usage for irrigation. Limited parking can make streets congested, as many households will have more than one vehicle.
- Not necessary buzzword for Communism
- I see talk of renting. Is home ownership not an option for this model? Couldn't that be townhomes instead of rentals? Then you get generational wealth.
- Privacy and aesthetics - is it ok to have multiple different looking homes in a long-standing neighborhood with more traditional design vs. new modern style living?
- No need to have greenspace in-front of house. This space could be used for parking instead.
- Less dense than 1
- No private outdoor area for residents. They may need more parking.
- Privacy, security, noise
- Smaller residences

- Not as great in areas without mass transit access, due to lack of parking.
- Not enough options, not enough developers willing to construct. Ecological footprint but parking is required?
- I'm concerned about putting tall buildings potentially right next to smaller buildings
- May make it more difficult for large families and multi-generational living, though smaller size might make it possible for family groups to buy multiple adjoining units.
- Will be expensive
- Parking might create problems
- Less parking spaces in car dependent Beaverton.
- More gov intervention with less flexibility and will directly impact the cost of housing in a negative way.
- Footprint decrease, building height increase, parking moves to street
- 0-.5 parking spaces per unit is not helpful for most families or couples.
- Without improving the tree code, Beaverton will be complicit in allowing new developments with open space to not plant them out with vegetation that will provide the most benefits for cost, meaning trees. Developers must be required to plant a certain number of large trees in spaces where they will be able to reach their full potential and minimize future infrastructure conflicts. Look to the City of Portland on tree planting requirements for new developments. Also, it's important to prevent developers from planting "throwaway trees", meaning non-native, short-lived, overplanted, small-maturing trees. These will never collectively provide the same level of climate change mitigation and social/economic benefit as even just a couple of well-sited large-maturing trees. Also, to maximize open space and reduce impervious surfaces, units should have parking on the ground floor and living space above, without a driveway. Limit to 2 stories to preserve affordability.

OPTION 3a
Older Neighborhoods
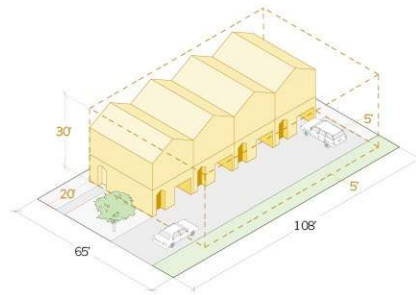
A potential quadplex on a 7,000 square foot lot

A 2-story duplex

Overview: This approach creates different rules for different neighborhoods based on the size and shape of adjacent homes. Minimum lot sizes apply. Triplexes and quadplexes would require a minimum lot size of 5,000 or 7,000 square feet in many areas.

Potential Results: Medium-sized buildings with more parking. Limited usable open space on site since much of lot is used for the driveway and parking. Buildings may be shorter, wider and built closer to the rear property line (because of the lower height limits).

• **Maximum height:** Usually 30 feet, sometimes 35 feet.
• **Distance between property lines and buildings:** 15 to 20 feet in front; 5 feet on side; 5 to 15 feet in the rear.
• **Minimum open space required:** 15 percent of the lot.
• **Minimum parking required:** Usually 1 space/unit depending upon type.

OPTION 3b
Newer Neighborhoods
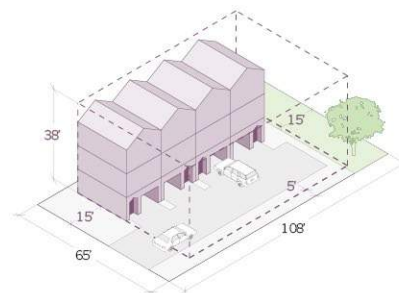
A potential quadplex on a 7,000 square foot lot

A 3-story duplex

Overview: This approach creates different rules for different neighborhoods based on the size and shape of adjacent homes. Minimum lot sizes apply. Triplexes and quadplexes would require a minimum lot size of 5,000 or 7,000 square feet in many areas.

Potential Results: Medium-sized buildings with more parking. Much of lot is used for the driveway and parking. However, since buildings might be taller and further from the rear property line, there could be some usable open space to enjoy time outdoors.

• **Maximum height:** Usually 38 feet, sometimes 45 feet.
• **Distance between property lines and buildings:** 15 in front and rear; 5 feet on side.
• **Minimum open space required:** 15 percent of the lot.
• **Minimum parking required:** Usually 1 space/unit depending upon type.

5. **What do you think are the benefits of Option 3 (Neighborhood Context)?**
   - Keeps more of a neighborhood feel
   - Parking. 3a has a height of 30', and 3b 38' which if we must do this, at least height was considered in older and newer neighborhoods.

- It takes into account existing homes so new construction is not completely out of place in the neighborhood
- Provides parking
- At least one parking space per residence is allowed.
- There is some open space required but it isn't enough. And the setbacks are too high. I like that the max building heights are higher in 3b, and I am not clear why they are so low in 3a?
- Hard to see this for Beaverton, reminds me of human habitrails
- Size of homes could be big enough for larger families yet potentially still affordable
- Add architectural diversity to neighborhoods, which is good. Generally speaking, I think few people enjoy living in 'cookie-cutter' communities, where all the single-family homes look the same. Variety is the spice of life, as they say.
- I appreciate that this approach is trying to be neighborhood sensitive. One of the best ideas of a neighborhood involves the idea of people 'getting along', and this is probably the only option that might achieve this goal.
- People don't like change.
- Better fit for existing neighbors and off-street parking.
- Off street parking. Greater consideration of character of existing community.
- At least there is a garage so there will be dedicated parking.
- Neighborhood context is ok.
- None
- At least you are considering older neighborhoods and the fact that pushing higher density may have more negative impacts.
- I find this one a bit confusing
- Option 3a is better than 3b for all neighborhoods (both older and newer). 3-story townhouses will be out of place in a neighborhood of 1 and 2-story houses.
- Matching height to existing neighborhood is good. I do not feel that the styles need to match, architecture varies over time, that is just the way it is.
- Unsure...
- None. Should not be allowed in established neighborhoods
- 3a. Changes the character and culture of older neighborhoods
- Space and parking. Shared expenses.
- One hopes you get the message! Too many people are being crowded into small spaces. The concept is HORRIBLY UGLY. If you want CRIME to skyrocket, adopt this one.
- We like the build-it-higher approach to using land; we like the 1 space/unit parking. We like that there are different rules depending on the newness of neighborhood.
- More parking spaces than in Options 1 and 2, thus helping to avoid argument and bad feelings between neighbors - especially when one of the neighbors has visitors.
- The different rules for different neighborhoods.
- Of the 3 options, this is the best.

- Seems to fit better with surrounding homes. Provides off-street parking rather than street parking. Depending on neighborhood and access to transit, for larger units, you have to assume that each unit will be occupied by at least on vehicle. So, consideration must include the consideration of where vehicles will be parked.
- I like this option the best! This option has variety of sizes and types of houses. This plan would provide space for parking and open space for families to socialize.
- I do like the idea of requirements being a bit more in tune with the immediate neighborhood, but it should be less about the visual and more about what complementary services are available. For example, maybe the number of required parking spaces be reduced as the walkability and public transportation scores go up (and vice versa where public transportation is not available).
- Won't solve the problem it purports to solve, that of increasing the supply of less expensive housing. Why? Existing SFR will get priced out or reach because of speculation. A SFR will generate less rent than the multiplex that will replace it. So, speculators will buy up any SFR that comes on the market, tear it down, and replace it with multiplex housing. But that won't result in more affordable units, because to cover their costs and to maximize their profits, those speculators will have to create units targeted at the higher end of the market. We haven't seen the Residential Infill Project (RIP) in Portland fix the problem of creating less expensive housing. HB2001, the state-wide version of RIP, won't fix it either.
- 3b has off street parking and some green space. Keep the cars off the street.
- They wouldn't upset people who are afraid of denser housing their neighborhoods because it looks like a typical single-family home.
- More parking than options 1 & 2, feels more like a home than an apartment, fits within the style of Beaverton.
- None
- Squeezes more people in per sq ft so hopefully would preserve farmland.
- I believe expanding the codes to accommodate all style homes, will give the flexibility to our community members and the type and style of homes they desire for their own needs. Having several options in a desired neighborhood then allows the mix of all types and demographics of people in the same community - affordable housing units to include rentals for the average working resident that could include $800/mo apartment vs. the new trendy modern styles along max line at $1300/mo for a 400' studio. blending and mixing all family types including working single moms or dads that desire a South Beaverton neighborhood vs. downtown, could give day care access vs. a building full of young single professionals.
- Hate all the ideas that infringe on the livability in existing neighborhoods.
- Ideal home for any new homeowner as it has parking space included.
- None
- I like different rules for different areas. More parking. More private areas for residents.
- Either of option 3 are the most preferable: includes parking and green space
- Fits in with the area, allows buyers to choose areas with similar homes to what they desire, rather than having a mix of everything together
- Better for areas without mass transit access.

- Can be tweaked for every neighborhood to fit in better.
- Allows neighborhood to remain distinct
- Seems a reasonable compromise between developers who want maximum income and residents who want to maintain the feel and character of existing neighborhoods.
- Parking
- I like this option it creates more parking and better use of land
- Taller more dense buildings with ample parking is the best solution in a car- dependent suburb like Beaverton
- Attempt to make the neighborhoods similar in appearance. More parking regulation to discourage on street parking.
- Neighborhood match, more off-street parking
- This is a great option for families and couples. Medium-sized homes are relatively affordable and could accommodate extended family members or guests, making a house feel like a home. Having 1 guaranteed parking spot and a garage space would allow people the space needed for lawn maintenance and an extra car. Yards would guarantee spaces for people to gather and children to play. Cottage communities, with a central garden space, would allow for a greater sense of community. If parents/adult children work a lot, they might be able to get to know their neighbors better and arrange for child/elderly parent supervision with their neighbors.
- I don't really see how this would support development appropriate to the context of the neighborhood. It really seems like no matter what, the developers will try to create as large of a building as possible to maximize their profit, while simultaneously shutting out low-income residents because they can get away with it and make more money that way. If monstrously large developments are allowed right next to a modest single-story house, then that is neither affordable nor appropriate for preserving the neighborhood as a physically nice place to live for everyone. People shouldn't have to worry about their next-door neighbor destroying their house and building a huge building that towers over everything, blocks light, invades privacy, and takes up space where large trees would and could have been.

6. **What issues concern you about Option 3 (Neighborhood Context)?**
   - Some height concerns
   - Ignorance is bliss. That is, if you have never known over 5' from your neighbor, you probably.
   - Think this is the norm. What fun to try to paint your property with a 5' side yard. I totally realize with Speaker of the House Kotek's bill passing, the City has no choice but to get ready for what is coming. But the higher the density in covering the land, I hope there are plans for all the water run off and where it will go. Again, as mentioned at the first meeting, where are we putting the traffic that comes with the increased density?
   - There needs to be open space too.
   - The 3-story height in the new neighborhoods is a concern. Three stories and more give one a sense of claustrophobia--not appropriate for suburbs.

- Adds complexity by having different rules for different neighborhood, may contradict goal of having diverse housing options in most neighborhoods- including established after closer in neighborhoods vs new neighborhoods at edge of growth boundary.

- I am concerned with min parking requirements of 1 space/unit. This is totally unnecessary and adds to the overall cost/unit which is not good for creation of more affordable housing. Please eliminate min required on-site parking standards. I am also concerned about different standards for neighborhoods of different ages. This seems create a premium for developers on new middle housing in newer neighborhoods, while relegating older neighborhoods to lower densities (albeit higher than what we have at present). Is this fair to all residents of Beaverton, including future residents who may not have arrived yet?

- No play area for children

- No gardening for homeowners

- No front porch area for socializing with neighbors

- Parking will be an issue

- Not much open/green space outdoors

- Too much driveway, lack of trees.

- Minimum open space should be more than 15%. Also, there shouldn't be a minimum parking requirement if the lot is .25 miles (1/4 of a mile) away from a bus or MAX stop.

- Again, placing a 35-foot, multi-dwelling with small setbacks in the backyard of smaller, previously developed homes is intrusive. Maybe the setback from the street could be reduced to improve open space behind the structure? Your imagined drawings above do not include any context as to how these structures could 'fit in' in an older neighborhood.

- Any time there is talk of higher density, there needs to be a concurrent discussion of ensuring that services, schools, jobs and open spaces being included with reasonable walking distance of these residences."

- Equity problems

- Limited space between buildings

- Much less focus on providing desirable outdoor spaces.

- Once again you have removed all available green space and covered it with hard surfaces. How can you believe this will be conducive for children to play outside without a parent dedicating their time to take them to a local park?

- Too much parking increases the cost of the housing, especially on transit or biking corridors. Why make people pay for that if they don't need it (especially if on-street parking is available)?

- Parking, noise from too many neighbors clustered together, traffic from too many neighbors clustered together

- I want to see specific rules. Land use already approved a high-density project in my very established neighborhood without thought to adequate traffic control, parking, addressing lack of sidewalks for safe pedestrian use, no bike lanes and impacts to an adjacent park. While I like the idea of more neighborhood centric land use, I have little faith that we will be heard.

- There's no way to guarantee that these new housing options will be affordable to the population you are trying to reach. It's unrealistic to believe multi-generational families will be able to buy a duplex, triplex, etc. and all live on the same property.
- Open space is necessary for people and the planet. Put parking underground if necessary.
- Priority for parking vs. green spaces.
- I like my house. I do t want to change it. I want to pay it off and live here forever.
- Crime. Property value decrease. Loss of privacy Traffic. Parking.
- Too much crowding.
- Making sure it aligns with current façade of existing neighborhood and doesn't exceed height of surrounding homes to ensure privacy.
- Crowded. UGLY. Forces individuals to climb stairs. What about someone disabled?
- This concept makes NO sense.
- The duplex shown is UGLY!
- Limited parking! Not everybody is healthy enough to travel to work or to their doctor's office on a bicycle, and bicycles and public transport are essentially useless when one needs to stock up on groceries etc. (or during a pandemic). It is unclear whether any thought has been given to the possible installation of charging stations for EVs, i.e., where would they be located?
- No formula for what's considered new or old. Not much required for open space
- Though the best of the 3 options, the previously listed concerns still apply in older neighborhoods.   Surely you have seen what happened in Lake Oswego.
- See above comments regarding street parking when built in an area not well served by transit options. If developers primary concern is profit, they will probably not be thinking about how street parking will affect not only livability of the neighborhood but also pedestrian safety.
- It might be too tall in some locations to make up for larger driveways. Homes like these can seldom be bought by older people.
- I do NOT like maximizing parking. Building more infrastructure for cars results in more cars. By tying the develop standards to availability of community services like public transportation and community parks will incentive developers to help invest in those public services too. I also don't understand why when we are talking about a property that would qualify for up to a six-plex, the property would not be allowed to instead build more than 1 interior and 1 exterior ADU?
- Racial equity issues won't be addressed because HB2001 replaces owner occupied SFR with renter occupied multiplexes. Instead of paying a mortgage, which builds monetary equity that can be used to finance a college education, or a new business, or passed down to the next generation, the ""historically underrepresented and underserved communities — particularly communities of color, immigrants, and refugees"" mentioned in the survey will pay rent and not build monetary equity. Who will build monetary equity are landlords, who may be corporations not based in Oregon, or even in the USA?
- No concerns.
- Half of the property would be for parking.

- Developers may spend so much energy making the building fit in that the cost is increased to the point where it is not as affordable as it could have been.
- The open space at the rear of the lot could be very awkward and overlooked. It may not feel comfortable for people to actually enjoy.
- Housing may not be enough to address the 30-year demand for affordable housing, more expensive to develop - pushes prices up, customized rules are harder to design and enforce, limited open/green space,
- Build single family homes on lot or acreage.
- Minimal amount of open space, potential for a lot of parking.
- None-being able to offer the flexibility of multiple housing types in our neighborhoods, could give the option for all budgets to live where they want and not be forced to live in a rundown area where the rents are typically far cheaper, but the quality of life in an outdated building or one not kept up to code could be a negative factor on that family.
- None.
- More cars. Seems less equitable.
- I'm still concerned about having too many levels Plans should have a full bath and one bedroom on the main/street floor.
- As with all the others: privacy, security, noise; no one really wants to live this way. focus on demand for affordable single-family detached homes.
- Not as much green space or shared space.
- How much driveway and parking there is, lack of trees and green space. Even within Beaverton neighborhoods there are wide variations in style, so how would this work. Within Central Beaverton, 1 allowed option could fit in another are and that same option might not fit in as well in another. Seems like more costs, paperwork and nitty gritty for city and developers to have more rules.
- Car lots do not allow community interaction.
- Concerned about the lack of greenspace
- Might have complex requirements and limits that could lead to conflicts over what is allowed and where.
- Lack of green space.
- Too tall, crowded
- Limited used
- It doesn't go far enough to address the needs; taller building heights and smaller setbacks should be allowed to maximize the number of units available while not diminishing parking availability. Of the three though, this is still the best option in a car dependent suburb like Beaverton.
- Most amount of interference, most costly, least amount of progress toward truly affordable homes. Encourages NIMBYs.
- Design standards will be crucial
- I would wish for more green space than I'd depicted in the diagrams. Also, side yards aren't good for parents who would like to remain inside and watch their children play outside.

- Too much concreting/asphalting of Beaverton. This is not the route for addressing the effects of the climate crisis. Open space reserves must not be piecemeal and an afterthought. This option is supposed to work for older neighborhoods but is actually more likely for trees to get destroyed as there would be minimal control on the building footprint size and parking area size, two major sources of heat pollution. Older neighborhoods' mature trees are critical in preserving quality of life and addressing the effects of climate disruption and are under threat in this plan.

7. **In looking at all the options, what do you think are the <u>two</u> most important elements the city should require or encourage in housing in residential neighborhoods?**
   - Outdoor open space (for ecological or social purposes)
   - Off-street parking
   - Homes with larger indoor spaces for large families or multi-generational families
   - Smaller homes that cost less to rent
   - Smaller, somewhat shorter buildings in neighborhoods that currently have many shorter homes

Answers	Count	Percentage
Outdoor open space (for ecological or social purposes)	42	61.76%
Off-street parking	28	41.18%
Homes with larger indoor spaces for large or multi-generational families	8	11.76%
Smaller homes that cost less to rent	21	30.88%
Smaller, somewhat shorter buildings in neighborhoods that currently have many shorter homes	16	23.53%
Other	11	16.18%

Answered: 65 Skipped: 3

For Question 7, please explain your choice or provide other thoughts about these elements:

- I now live in a single family detached home with a large yard. I realize that model does not work as well with the population increase and is less affordable. I think green space is essential to a desirable neighborhood. I also think it is important to consider the surroundings when building new units in an established neighborhood. Lack of parking concerns me too.
- While I understand the other needs, I don't think humans do well without outdoor spaces.

- People are still dependent on cars-- public transit is just not effective for many, so having parking is key, so the streets are not jammed up with parked cars. We don't want to be NYC.

- Please see my explanation given on Q4 regarding parking. In suburbs, residential buildings should never exceed three stories.

- I can also see merit in the choice 'smaller homes that cost less to rent' (or buy!). By relaxing or doing away with off-street parking requirements, enabling buildings to be higher, and maybe allowing for a mix of home sizes (some larger for larger/multi-generational families, and some smaller that are more affordable) in one development. Another goal for this project should be to find a way to embed newer multi-family housing into the fabric of what have been predominantly single-family residential neighborhoods.

- Beaverton at risk of becoming like NW Portland which is losing neighborliness and becoming cubes to store humans when not at work. We do not have the established parks/businesses which would give relief to those living in these structures. We need to be sure to keep children, neighborliness, green space in mind to keep Beaverton human.

- It seems that this survey is designed to imply that larger homes will be inhabited by large or multi-generational families, but actually, larger homes will be inhabited by people with more money. Families will rent or purchase what they can afford, not what they need or what would be nice for them. Outdoor space is critical for everyone's health and well-being and it is especially important to ensure that affordable housing includes beautiful outdoor spaces because people living in affordable housing are less likely to have cars or for parents to be able to drive their children to parks or other activities every day; children living in poverty need to be able to step right out their door and play outside in a healthy and beautiful environment.

- In a lot of developments that I see, too much space is taken up by living quarters and driveways. Not enough is given to green spaces and green canopy. Our cities are TOO hot and need more greenery to combat climate change. The best option out of these designs appears to #2.

- Having ample outdoor open space is vital for ecological and community/mental health benefits. If I remember correctly, there is only 20-25% of land left that is for areas of significant natural resource; we should protect what we have but also entice new development to be more strategic and smarter. It's better to leave 30-40% of the lot open space for the nearby inhabitants to enjoy, than for everyone to have their own private lawn in a single-family home. (Private lawns are great to relax in, but it's an individualized benefit versus a community benefit.) Open spaces would provide people with a public space to gather, spontaneously meet; it would bridge community. Nowadays, it's so difficult to get to know our neighbors, as so many of us just stay indoors.

- The goal of lower cost housing is admirable and should be worked on. But it is important also to not lose sight of the fact that, 50-75 years later, these neighborhoods will still be here, even if the local economy has changed for the better. What are we leaving behind for our children? Attractive, useable areas where people will want to live, or a densely populated suburban wasteland?

- I think option 1 is best.

- Off street parking is a close third. I have lived in Beaverton for 20+ years and am in an older neighborhood. I appreciate the trees and distance between neighbors. I understand the need for increased density but think green/open space is important for well-being. I am concerned about high-density housing that is too consolidated and does not allow space for the natural world we value.

- Outdoor space and livability are a high priority to me. I want Beaverton to both meet social needs as well as create desirable and positive communities. I hope these changes will help fix Beaverton's problems (such as too much commuting, inefficient public transportation, too many depressed neighborhoods) rather than simply create higher density.

- Every family deserves to have personal greenspace where their children can play, or the family have an area to relax in.

- All of the choices you have provided suit single family or single-family housing...perhaps. When people are pushed in to such a compact space, where do you think, they are going to relax? There is no room for family gatherings or a BBQ.

- Who do you think is going to take interest in their own community when everything built does not encourage private space outside for each family unit?

- They might as well be living in a high-rise apartment or condo.

- How can anyone think this will meet the goal for social interaction?

- I encourage the city to think about 20-30 years down the road and not limit ourselves based on what we fear some of our louder neighbors may not like. We need sustainable affordability with walkable communities, let's not shy away from that.

- Beaverton is a city that requires a car, and most households have two cars. None of these options provides for two car parking, and most streets in Beaverton are too narrow or already too clogged up with abandoned vehicles (which the city PD has said there's nothing they can do about) to support any additional cars street parking.

- My neighborhood, for example, is already jammed with cars street parking and noisy neighbors. There is no enforcement for parking or noise, so why would I want more neighbors surrounding me, worsening the problem. None of these options is desirable.

- I love how green Beaverton is, and how many parks and trails we have - that's what makes it such a great place to live! Hope we can build on that.

- However, the bike lanes are patchy - they're great for recreation but not much use for transportation because there are so many scary junctions. Would love to be able to ride my bike more instead of driving but I am not a confident or aggressive rider, so get intimidated by traffic."

- Put parking underground to maximize lot usage and minimize height.

- As we're facing a climate crisis, everything we do needs to be addressed through that lens, and building design offers a huge opportunity to help reduce the carbon impact of our city as we move forward. Smaller and denser affordable housing with open/green space is crucial to help us lower our impact and help create a livable environment for everyone, not just those with the means to own property.

- In established single-family neighborhoods, there should only single-family homes.

- There are few options for multi-unit homes here. The existing ones often look like apartments. The look should look like a "home". There also need to be more options for

people and AFFORDABLE. The cost of homes is outrageous! Renting is literally just as outrageous.

- Remember NOBODY is forced to live in Beaverton. I see NO reason to force more people into smaller spaces. We are NOT animals. Everywhere crowed conditions have been imposed, CRIME becomes a major issue. Do you really want that? I DO NOT.

- The off-street parking is for the benefit of the neighbors, partly for allaying the fears of the NIMBY crowd.

- One of the most significant concerns of the current and seemingly ongoing situation is that gentrification has caused cost issues. Thus, we consider smaller homes with less expenses to be more of a solution than the larger homes for multi-generational families...even though both are important.

- I am deeply concerned about the new state law that prevents the city from requiring property developers to provide no more than 1 parking space per housing unit, and especially about Options 1 and 2 in the Beaverton city's proposal. While such a state law would clearly benefit property developers (by enabling them to cram more housing units - and more profit - per lot), benefits to Beaverton's residents are not so obvious (in fact, quite the opposite). Moreover, by limiting the number of parking spaces in new housing developments to 1 space or less per unit (even in Option 3), the city would be discriminating against many potential residents and making the units available primarily to young healthy adults without children, especially those who have the good fortune to be able to work from home.

- Currently living in a single-story home with several 2 story neighbors (original home turn down, homes are new construction). I feel like I'm in a fishbowl.

- Don't destroy the beautiful city of Beaverton.

- Beaverton touts itself as "Tree City USA" but seems to not be too concerned about the existing tree canopy in existing neighborhoods when it comes to development. I know developers are required to consider trees but it the current standards make it seem far too easy to prioritize maximum # of units over preserving or creating areas where trees can be located.

- Smaller, shorter homes again would fit in existing neighborhoods and be much more likely to be accepted by surrounding residents rather than creating an increased antagonism within the area.

- Parking is very important in current times and not having any form of parking available makes a home seem undesirable.

- Again, smaller homes, in robust community ecosystems, solves for all the goals: More affordable to buy AND to maintain. More environmentally friendly to construct AND to live in. Smaller, more affordable units mean multi-generational families can afford to live together. And more greenspace and more communal environments mean better social well-being, again more affordable sustainable living (sharing of items, gardens, etc.).

- An argument I've had with others who support RIP, and which your racial equity discussion in the survey alludes to, is that exclusive SFR is itself inherently racist. The argument goes, more or less, that SFR-only is exclusionary. Racist redlining is exclusionary. Therefore, SFR-only zoning is racist. That's an invalid argument. Why? Consider an analogous argument: all sharks are fish. All salmon are fish. Therefore, all

salmon are sharks. (See https://www.logicalfallacies.org/syllogistic-fallacies.html for more.)

- The greener space the better for people's health. Getting the cars of the street makes the neighborhood seem more walkable and esthetically more pleasing to the eye.

- Affordability needs to be the priority. And then climate. But I am not convinced that outdoor open spaces are necessarily equivalent to environmental friendliness unless they are done well. Because of that, I chose homes for multi-generational families as my second option, because it is important too.

- The largest problem we are trying to solve for is a lack of affordable housing so it first and foremost must be as affordable as possible. Parking is important to the owner and the flow of traffic for all residents.

- Outdoor space, space for trees/garden/outdoor courtyard is a must. Beaverton did a disservice to the community members of Beaverton by allowing the amount of building that is happening on S Cooper Mtn. There is hardly any greenspace or trees. It is a sea of houses in what used to be prime farmland and community spaces (u-picks). Where will we get our food if everything is paved? Smaller homes would cost less to buy or rent, but taller homes might fit more people in per sq ft. So, I think the height should fit the general neighborhood.

- My husband and I make decent money, but to sell our very modest 1200' townhouse today, we could not find any new housing option that we can afford, therefore we would be forced out of Beaverton, driving longer distances to work, etc. I love Beaverton, but in today's market, we would not be able to stay here. Same if my family wanted to relocate here, we have very little to NO options for them.

- Parking is a must for any new housing.

- People need a little outdoor space at home.

- Streets filled with parked cars are dangerous and vulnerable.

- The inside space needs a full bath and one bedroom on the main floor for those with mobility problems.

- street parking is already limited in Beaverton; residents should not have to hunt and fight for a parking space near their home. all homes should require and include parking within the lot.

- The number one issue in housing today is affordability and cost of rent! also so many townhomes and multifamily apartment homes have little to no green spaces/shared spaces. These are important for social needs and relaxation. a lack of green space= increased anxiety, a lack of space for children to be children.

- To keep Beaverton desirable, livable and an enjoyable place to live we need to preserve trees and green spaces as much as we can. These places are essential to people to live happy, healthy lives. Smaller, shorter homes would fit into ALL neighborhoods easily, I think this could leave room for more options in housing such as cottage clusters and also lead to more affordable units since smaller. Smaller would also leave room to save trees and green space.

- I'm not worried about parking at all, as long as on-street parking is available, some streets are too narrow and don't allow it. But most Beaverton streets have curbs and are wide enough to accommodate at least 1 side. And most of these neighborhoods have AMPLE room, no need for more pavement. People need to get over not liking cars

in streets. Look at NW Portland streets are full of cars but it's a walkable, green, livable neighborhood.

- I like both preserving open space and preserving the character of existing neighborhood.

- I'd like Beaverton to keep its neighborhood integrity, not allowing huge houses in neighborhoods with smaller homes.

- I think smaller units will allow for more families to be able to afford home ownership. Multigenerational households could afford two homes next to each other like a duplex or triplex

- Creation of smaller homes, and higher density developments in all neighborhoods is necessary to increase the available housing stock and stabilize housing prices. Parking cannot be substituted in a car dependent suburb like Beaverton though, and ample parking must be provided. Street parking is not acceptable.

- Less government interference = increased affordability. The more restrictions/regulations the more expensive the property. Parking is the one area that should probably have some restrictions, unless streets are widened to accommodate parking on both sides, property should have some sort of onsite parking.

- We desperately need more affordable/middle housing with access to green spaces for healthy and happy children. I would also like to add that off-street parking spots are crucial to helping families with members that need care or supervision.

- It is critical that large trees are meaningfully incorporated into new developments, with increased tree preservation requirements as well as planting and establishing requirements. Encouragement is not enough from the City. We need real policy and regulation. We need large trees, not small throwaway trees that are irresponsibly crammed up against buildings or other infrastructure by the developers. We also need small housing units so they can be offered at a lower cost and thus be more accessible to people who have historically been shut out of housing in wealthier neighborhoods. Without centering both of these, the Housing Option Project will result in the City of Beaverton being LESS resilient to the effects of the climate crisis and gentrification.

Before answering Question 8, please read about types of shared space, indoors and outdoors, below:

Types of Shared Space

a Indoor Gathering Space

Inside main house

Community room

b Outdoor Gathering Space

Front yard

Back yard

A courtyard shared by several families

A private courtyard

8. **If shared space is important to you or your family, which options appeal to you? Select all that apply.**
    a. Indoor gathering space, either in your home or a community room in a separate building?
    b. Outdoor gathering space on the same lot, in the front yard?
    c. Outdoor gathering space on the same lot, in the back yard?
    d. Indoor or outdoor gathering space is not important if a home is near a park, school, community center or place of worship.

Answers	Count	Percentage
Indoor gathering space, either in your home or a community room in a separate building	19	27.94%
Outdoor gathering space on the same lot, in the front yard	26	38.24%
Outdoor gathering space on the same lot, in the back yard	44	64.71%
Indoor or outdoor gathering space is not important if a home is near a park, school, community center or place of worship	16	23.53%
Other	8	11.76%

Answered: 61 Skipped: 7

QUESTIONS ABOUT DESIGN

Some cities have design rules for the construction of new homes in residential neighborhoods; and other cities do not have design rules. For example, a city could create rules that require a front door to face the street, require a percentage of the front of the home to be covered by windows, or limit the driveway or garage width.

Currently, Beaverton does not have design rules for new single-detached homes in most cases. However, Beaverton does have some design rules for multifamily homes. In the next year, the city will allow middle housing, such as duplexes, triplexes, quadplexes, townhouses and cottage clusters, in neighborhoods with traditionally single-detached homes. The city could create design rules for middle housing that is built in these areas. Understanding why design might be important is the first step to creating rules that could address community priorities. This set of questions explores why design might be important to the community, and if yes, then why?

9. **If you believe housing design is important, why is this important to you? Select all that apply.**
    a. Promotes community and neighbor interactions because homes have features such as doors and windows that face the street; a porch; or a garden or lawn near the street.
    b. Provides an attractive place to live.
    c. Advances environmental goals (such as reducing energy use or saving trees).
    d. Supports housing designs that respond to different cultural values and practices.
    e. Protects some privacy of residents for religious reasons.
    f. Protects some privacy of neighbors concerned about views into their home or yard.
    g. Minimizes tall buildings that shade neighboring homes or yards.

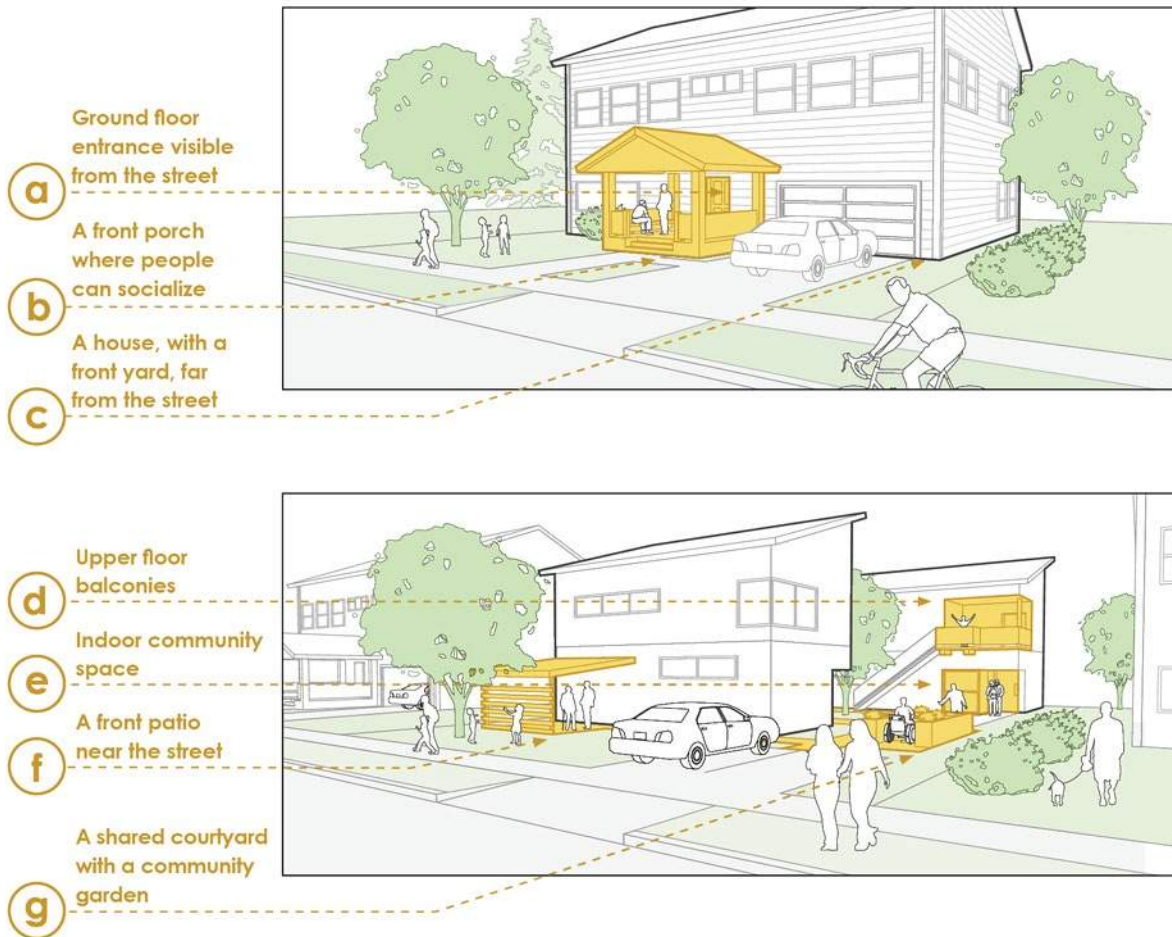| Answers	Count	Percentage
Promotes community and neighbor interactions because homes have features such as doors and windows that face the street; a porch; or a garden or lawn near the street.	35	51.47%
Provides an attractive place to live.	42	61.76%
Advances environmental goals (such as reducing energy use or saving trees).	42	61.76%
Supports housing designs that respond to different cultural values and practices.	25	36.76%
Protects some privacy of residents for religious reasons.	7	10.29%
Protects some privacy of neighbors concerned about views into their home or yard.	33	48.53%
Minimizes tall buildings that shade neighboring homes or yards.	33	48.53%
Other	4	5.88%

Answered: 62 Skipped: 6

For Question 9 about why housing design is important, feel free to elaborate on your choice:

- We need to be respectful of our neighbors and not build buildings that take away their access to sunlight, which we don't get enough of in Oregon.

- Having construction that encourages people to spend time in their front yards or on their porches is important for neighborliness. In our neighborhood, our best open spaces are in the back, and then we don't socialize with our neighbors.

- In general, I am wary of design requirements and how design review has historically been a way to kill new equitable housing initiatives. I believe that if Beaverton intends to use design requirements on new multifamily housing proposed under this initiative, then it should also apply similar design requirements on new single-family housing.

- My personal preference would be to relax many of Beaverton's multi-family design requirements and to make them consistent with what is currently required for single-family housing. Perhaps the exception to this, would be that I believe more attention is needed for tree protection on both single- and multi-family housing developments.

- I can share an example: I lived on Why Worry Lane (very close to Lombard & Allen) for 5 years. Right next to the apartment complex on Why Worry Ln is the Lombard Plaza Apts. While the population in these two complexes was very similar in terms of racial/ethnic/cultural/socio-economic groups, the feel and culture of the two complexes was very distinct. The complex on Why Worry Lane is all 1-story buildings, 4-5 homes in each building, and each 1-2 buildings (5-8 homes) share a front yard/grassy area. Children play outside all day long and late into the evening. Adults sit on their front step playing guitar or lotería. Neighbors cook tamales outside and share with one another while chatting. In Lombard Plaza, on the other hand, it's all 2-3 story buildings and parking lot. No one is outside except to get in or out of their cars. Everyone I know who has lived on Why Worry has such fond memories of the community there. Common spaces (indoor and outdoor) are critical to our well-being!

- I think if a design / architectural practice is established in a neighborhood - and if it's consistent - then the new development should try to blend in with that design, even if the building is a lot taller. This provides continuity. Design wise, often times less is more.

- Beaverton feels like a village- lots of people walking round the neighborhood, so I know my neighbors! I like that

- Offering denser housing will help us achieve lower carbon impacts as our city continues to grow.

- I feel that its middle housing should be treated as single-family homes, with more occupants. I think if people want all the shared space, they will live in an apartment.

- The question becomes: WHOSE DESIGN are we talking about?   There are some designs that might work well. But there are designs created by the grossly incompetent.

- We don't want too many "rules." We know these design changes are going to be significant, but there will be cost to better the housing crisis and we're ok with that.

- I believe that environmentally more consideration needs to be given to solar consideration that under current design standards.

- Abrogating an existing social contract. I, and many thousands like me, bought a single-family home in a single-family neighborhood. I knew when I bought that I wouldn't have an apartment complex next door looming over my backyard. I knew that the neighborhood would continue to look relatively the same in the future. HB2001 breaks

that contract. If you've been paying attention, this sort of thing is what drove people to support Trump. By implementing this policy, you are creating more Trump supporters. Or, you are creating more supporters for whatever future want-to-be autocrat comes along, who promises to ""stick it to the libs."" And, no, I am most definitely NOT a Trump supporter.

- HB2001 and your housing options project is being done to accommodate growth and in-migration from elsewhere. Why should I ruin my neighborhood for the benefit of people who don't live here?

- No thoughts

- Crime Prevention through Environmental Design is real, and we should plan our neighborhoods around it.

- I don't know enough about different cultural priorities to speak to its importance.

- There are a lot of factors and things to think about in design. A new home should blend well into an existing neighborhood. Homes should also be inviting with windows and have ways to reduce energy consumption, minimize water runoff, and save trees. Beaverton also should create design rules that encourage less driving, especially in the downtown area.

- People need privacy. They need to be able to grow plants, so need sunlight.

- As a Muslim, I am concerned that my home has privacy, so I don't have to keep windows shuttered/curtains drawn all the time. where I live now, I have zero privacy so I never can look outside. it is sad.

- Can help to create cohesive neighborhoods, that make people enjoy where they live and be proud of where they live which has benefits. Can help create a sense of community. Design standards can help preserve trees and green space, which is HUGE, areas with trees are SO much more enjoyable and are important with ongoing climate change effects.

- I do not believe that design elements aside from building code concerns should be mandated by the City Government. This stifles innovative design elements and interesting architecture.

- It wouldn't make sense to design housing around people's cultural values, practices or religious reasons, because people sell and move away so the cultural make-up of a residence is always changing through time as the property changes hands. Instead, we need to design for universal values, such as the need for connection to greenspace, trees, shade, privacy, and neighborly interaction.

Before answering Question 10, please review design features in the images below:

Ground floor entrance visible from the street
(a)

A front porch where people can socialize
(b)

A house, with a front yard, far from the street
(c)

Upper floor balconies
(d)

Indoor community space
(e)

A front patio near the street
(f)

A shared courtyard with a community garden
(g)

10. **Which design features in the images above do you think encourage neighbors getting to know one another? Select all that apply.**
    a. A home with a ground-floor entrance visible from the street.
    b. A home or building with a porch, stoop, or forecourt (open area in front of a building).
    c. A home with a front yard where kids can play (and the home is set back from the street).
    d. A home with upper floor balconies on the front or side of the home.
    e. A multifamily building with an indoor community space or rooftop patio.
    f. A multifamily building with a publicly accessible front patio
    g. A multifamily building with a shared courtyard, accessible from the street.
    h. A multifamily building with at least one unit that has an entrance near the sidewalk (not set far back or located up two stories of stairs) (not pictured in above image)
    i. A neighborhood with homes closer together. (not pictured in above image)

Answers	Count	Percentage
b. A home or building with a porch, stoop, or forecourt (open area in front of a building).	38	55.88%
c. A home with a front yard where kids can play (and the home is set back from the street).	33	48.53%
d. A home with upper floor balconies on the front or side of the home.	11	16.18%
e. A multifamily building with an indoor community space or rooftop patio.	23	33.82%
f. A multifamily building with a publicly accessible front patio.	15	22.06%
g. A multifamily building with a shared courtyard, accessible from the street.	39	57.35%
h. A multifamily building with at least one unit that has an entrance near the sidewalk (not set far back or located up two stories of stairs). (not pictured in above image)	5	7.35%
i. A neighborhood with homes closer together. (not pictured in above image)	12	17.65%

Answered: 61 Skipped: 7

For Question 10, feel free to elaborate on your choices or provide a different design feature that helps neighbors get to know each another:

- Same idea-- focus on the street side, although if there's traffic, kids can't play safely.
- Trees provide shade and create a sense of enclosure in the outdoor common space. And they are fund for kids to play in and create a sense of belonging. Please consider trees as an important asset that should be required for outdoor open spaces.
- I think single-family homes with a front yard does not necessarily encourage neighbors to spend time together, especially if the homes also have backyards. I grew up in the Royal Woodlands neighborhood where most or all homes have both front and backyards. Most children played in their own backyards. Multifamily buildings with indoor AND outdoor community spaces - like courtyards, community gardens, grassy areas, and community rooms - are the MOST conducive to neighbors getting to know each other. A great example of this is the Bridge Meadows apartments/townhomes on Menlo & Allen. Let's build more affordable, intergenerational housing that supports foster/adoptive children and families as well as senior citizens!
- A front porch or stoop allows people to spontaneously run into each other, which improves community. Plus, it allows people to be observant of changes in the neighborhood and creates more openness in the neighborhood, makes a living space seem more approachable. A shared courtyard is also ideal, as it would foster those spontaneous/random meetups. I know that people in Beaverton and Oregon are beyond

119

friendly, but I often don't think we have enough places to express that friendliness. A community porch is different than a single-family porch, as when walking past someone on a single-family porch, I'm less likely to say hello, as it seems as if I'm encroaching on their privacy. Knowing it's a porch for the whole community helps bridge that divide.

- Shared outdoor space

- We must consider the design and how it relates to the pedestrian environment. If homes are setback really far, we know that cars will drive faster (generally), and the pedestrian environment will suffer. I do think that variability in design, with fewer rules (but maybe some basic standards) is generally a good thing. I don't want to live in the Truman show.

- Central area with cafes etc. like in Europe where people can take a stroll and have a drink.

- One goal is to get the new residents to know the current residents, a separate goal it to get new residents to know each other. I appreciate that the front location promotes new residents getting to know current residents, but I can also appreciate concerns about the security of anything left in that space. Perhaps a front space that is visible to the street, but secured and residents have access?

- To promote residents of a multi-unit to get to know each other, then perhaps an interior back yard?

- This weekend we rode our bikes past a housing complex in Astoria in which the garage or the ""back of the house"" faced the street and the ""front of the house"", with a nice porch, faced a shared yard in the back. 10 homes formed a U around that yard with one side open to the public. It actually looked very nice and community welcoming. A drawback for the homeowners is no public yard privacy, and I imagine a nightmare if pets were not always supervised."

- Neighborhood park

- No multifamily homes should be placed in single family neighborhoods

- Obviously, anything that doesn't hinder "sight".

- Why do all the selections have multi-floors? What about disabled people who cannot climb stairs? Doesn't anyone care about these people. I do!!!!

- To many people (e.g., health workers on evening and night shifts), home is a place to relax in peace, not a place to be constantly socializing with immediate neighbors. i.e., most people value their privacy at home and do not appreciate forcing superficial socializing on them.

- As mentioned previously, if a building is built near a park, it would reduce the need for these spaces. A front yard isn't practical if the structure is on a busy street and street parking exists. But having some kind of designated space would encourage neighbors to get to know each other.

- Instead of the traditional "Clubhouse" idea (which rarely is used by neighbors together), open greenspaces and shared entrances are more inviting. I'd also love to see multi-plexes all offer more shared "library of things".

- Consider the alternative: if we have to accommodate more people migrating to the area, then expand the urban growth boundary (UGB.) Yes, there's pretty areas outside the UGB that might get subdivided and paved over. My neighborhood is pretty, too, the way it is. And the land outside the UGB isn't necessarily used for food, or available for use for food. There's Christmas tree farms, grass seed farms, vineyards, and hobby farms. I would rather see that subdivided and paved over than ruin my neighborhood.

- Design a building where it forces people to interact with one another. Make it easy to meet your neighbor.
- Bike infrastructure, trees, and benches help people get to know one another.
- Outdoor spaces encourage people to be outside where they can engage with others.
- I like the idea of a courtyard. I don't feel owners should be forced to have a front porch.
- Why is this important? Single-family detached homeowners are not expected or forced to interact with neighbors. If folks can't afford single detached homes, which would probably be their preference in a perfect world, why is privacy not as much of a concern for them? Especially with increased hate crimes lately, and with an ongoing pandemic, why are there not options for families who may prefer privacy rather than essentially forced interaction with neighbors? Why can't everyone have a parking space AND a raised garden bed near their unit, for example, if that is their preference? Let folks choose to share rather than forcing it from the outset.
- A combination of open and private places for residents to gather is best. so, I chose both front of the building and courtyard/rooftop.
- I think front porches are great for neighbors to see each other and interact
- When homes are too close together or have shared walls, this creates noise problems. It's best for everyone's sanity to have space.
- A neighborhood with homes closer together doesn't mean more neighborly interaction. Single family homes shouldn't be allowed under the City code if we are to support and incentivize "missing middle" housing. Also, an indoor community space or rooftop patio would probably make the units less affordable. Instead, utilize outdoor space, such as under trees which should receive permanent protection so their benefits will be guaranteed in the long-term to the residents now and in the future.

Before answering Question 11, please review design features in the images below:

Design Features that Make a Home More Attractive

A home with a ground-floor entrance visible from the street

A home front that has some windows.

A home with trees, landscaping or a garden in the front yard.

A driveway or garage that is less than half the lot width.

A garage that is not closer to the street than the rest of the home.

Many different things because architectural variety is important.

Home matches the size, shape, or style of other homes on the street.

11. **Which design features in the images do you think make a home more attractive? Select all that apply.**
    a. A home with a ground-floor entrance visible from the street.
    b. A home front that has some windows.
    c. A home with landscaping, trees, or a garden in the front yard.
    d. A driveway or garage that is less than half the lot width.
    e. A garage that is not closer to the street than the rest of the home.
    f. Many different things because architectural variety is important.
    g. The home matches the size, shape, or style of other homes on the street.
    h. I do not have an opinion.

Answers	Count	Percentage
a. A home with a ground-floor entrance visible from the street.	25	36.76%
b. A home front that has some windows.	41	60.29%
c. A home with landscaping, trees, or a garden in the front yard.	50	73.53%
d. A driveway or garage that is less than half the lot width.	24	35.29%
e. A garage that is not closer to the street than the rest of the home.	22	32.35%
f. Many different things because architectural variety is important.	25	36.76%
g. The home matches the size, shape, or style of other homes on the street.	22	32.35%
h. I do not have an opinion.	4	5.88%

Answered: 63 Skipped: 5

For Question 11 above, feel free to elaborate on your choices or provide a different design feature that makes a home more attractive.

- Within reason, it can be nice to have different styles of architecture on a street or in a neighborhood, but if an established neighborhood has a particular style already, it would not be attractive to plunk down housing that doesn't really fit.
- Snout house garages are not attractive. I think everyone agrees on that, but they allow houses to be built on narrower lots.
- Front doors, landscaping on the front and windows are all attractive features.
- Two of your design features relate to garages! I do not think having garages visible is desirable - no matter how they are designed! Honestly the placement of the garage so that it is not closer to the street than the rest of the home (avoiding snout houses), and the driveway/garage width are such a minor design element! We can do better!
- Attractiveness of homes is not as important to me as homes being affordable, community-oriented, and environmentally sustainable. Of course, it is possible for homes to be all of these things and be attractive, that would be ideal. :)
- Option E is important. So many times, I walk around the neighborhoods in Elmonica and the rest of Beaverton, and the car garages jar at you. It's the first thing you say when looking at so many of the homes, which makes it seem as if the CAR and not the PERSON or FAMILY is living there. Many of the doorways are located deeper into the property, which makes approaching the home uncomfortable.
- I think it is important that new buildings fit into Sykes of existing neighborhoods.
- Google, Astoria, mill pond lane and 29th street, satellite image.
- The homes with the gray roofs border the interior green space.
- The homes with the red roofs are surrounded by concrete.
- The homes bordering the green space are more welcoming, attractive and ecological.

- The garage faces the street, and the front porch faces the green space. Having the green space visible to the street gives a nice open feeling.
- Also, all of the examples presented have above ground garages. Put the garages underground. That provides parking without half the lot being taken up by garage.
- Green spaces are critical to the aesthetics and feel of a neighborhood as well as the practical aspects of temperature moderation and carbon reduction.
- Same answers as before. A "home" that doesn't look and feel like apartment living. It's also good to have shared wall space that isn't necessarily a Livingroom or bedroom shared wall.
- A house without a front entrance and windows is JAIL!! Whoever wrote this questions needs help.
- Sure, "G" is "ideal" from a prettiness perspective, but we're looking for changes to solve our housing crisis, and the same-old same-old doesn't make sense.
- Regarding G, home does not have to "match" other homes but at least be compatible.
- I think that neighbors can get to know each other by the usual means, like walking the dog or knocking on the neighbors' door. Or ignoring the neighbors altogether if they feel like it. I don't think that Beaverton needs to be in the business of managing neighborhood interactions.
- None
- Garages can be used for more than just storing cars. For many people in Oregon, they serve as workshops or bonus rooms. It may be less important to regulate where a garage is and more important to regulate the visibility into the garage from the street (windows), like would be done with a normal wall.
- Homes with obvious front doors are more attractive, look less like commercial buildings or apartments, and are safer.
- having more gathering places in front, but with safety factors for small children, could be ideal to encourage neighbors to mingle, yet still have [privacy options using their back yards. i.e., hot tub - we live in an HOA, typically hot tubs are not an option, plus you don't have any privacy - having a front yard for some activities to encourage visiting with neighbors, then a private back yard serves both needs.
- People have different tastes in architecture. They shouldn't be forced into one style.
- There should be some basic constraints based upon livability, but not so many to be a burden upon builders or residents. creativity in architecture should be encouraged, not squashed.
- I think homes should be unique but also allow for creativity and space
- Modern simple design that is not overly "ornamented" that uses simple materials that are inexpensive and long lasting would be best.
- Mature trees must be protected and incorporated into new housing developments. Yes, not every tree would be preserved but those removed must be mitigated and replanted in appropriate locations with the largest species the space will hold, and sufficient space must be reserved for the tree's roots, so it does not cause infrastructure damage and the tree doesn't grow stunted. The urban forest should not lose out because of the Housing Options Project. The City must hold developers accountable to protect trees through construction, more than what's required now, and

incorporate them into new developments to make the residences more attractive and help address the effects of the climate crisis right at the homes of residents where the mitigation is needed most.

Before answering Question 12, please review the features in the images below:

a. Rooftop used for solar colleciton or rainwater capture
b. An extra unit that is affordable
c. An existing tree preserved on site
d. An extra unit that is barrier-free and accessible
e.

12. **I would support the city allowing more homes on a lot, taller homes, or homes closer to the property line if the development provides one of the following benefits. Select all that apply.**
    a. Rooftop solar collection.
    b. Rainwater reuse for irrigation or toilet flushing.
    c. A unit affordable to someone with a less-than-average income.
    d. A unit that is accessible with a barrier-free entrance (zero step entry).
    e. Tree preservation.

Answers	Count	Percentage
a. Rooftop solar collection.	23	33.82%
b. Rainwater reuse for irrigation or toilet flushing.	25	36.76%
c. A unit affordable to someone with a less-than-average income.	35	51.47%
d. A unit that is accessible with a barrier-free entrance (zero step entry).	29	42.65%
e. Tree preservation.	42	61.76%

Answered: 55 Skipped: 13

Feel free to elaborate on your choice or provide a different reason:

- We need our trees, and we need accessible and low-income housing.

- Of these choices, C (a PERMANENTLY affordable unit) and E (tree preservation) are the two most important to me. Creating at least one accessible unit, and rainwater reuse are a lower bar to meet and we prob don't want to award extra units for these.

- Incidentally, I would suggest that you consider not just rainwater reuse. There is also greywater reuse for outdoor irrigation, which is often cheaper and easier to implement on small residential lots because it does not require space for rainwater storage tanks. Email me if you want more info on this detail. I am happy to elaborate: ted@urbangreenspaces.org

- A, b, c, and e are all very important. D is important too, but I don't know many people in Beaverton who need a zero-step entry, and I think sometimes a lot of money gets put into making things accessible in a certain way when the number of people who, for example, need affordable housing is way higher. So, we just need to pay attention to how many of different kinds of homes are needed in our community.

- I really don't understand why the city of Beaverton - or other cities in Oregon - doesn't already allow rainwater collection for irrigation or toilet flushing. This should've been the standard 20 years ago.

- The loss of tree canopy and permeable soils cannot be replaced or mitigated. Although the environment-friendly options above are good, they cannot 'fix' the loss of trees and open space.

- I like density.

- The proposed options are already very dense for Beaverton, and I would not want to encourage the new construction to create less livable environments. These are good goals, but perhaps other types of incentives are possible.

- None of these options interest me. Designs that are realistic to the number of cars per household (normally 2) and accommodate that (without having to street park), and do not look out of place in neighborhoods, would be my biggest concern.

- Don't allow developers to cut down existing well-established trees to accommodate larger housing structures.

- I think a roof top green space/garden would be more appealing than roof top solar.

- I would not support.

- Why should middle housing require MORE than SFR? If rooftop solar, rainwater collection, etc. are standards for ALL types of housing than great. Don't single out middle housing by demanding more amenities beyond the current neighborhood.

- Rainwater storage for non-drinking uses makes sense. Tree preservation can be counterproductive. When trees grow tall and a windstorm occurs, guess where the tree falls.

- Some of the above options would basically allow for a person to add buildings for personal use, basically cluttering the property. We're ok with more density if it's helping affordable housing, but not just for another man-cave or she-shed.

- Tall buildings close to the property line often represent an invasion of neighbor's privacy and cause resentment.

- Only in newer neighborhoods.
- Any development should show how they are contributing at least one or more benefit(s) like these. The more benefits they offer, the smaller their permit fees!
- See my other answers for why this whole concept stinks.
- The more compact homes are the more people on a smaller area the more open space we can preserve outside the city.
- I support the City allowing more homes on a lot in any case.
- I expect a number of barrier free units without the compromises above. Water is an ever-decreasing resource and housing for low-income individuals is far better for everyone than shelters or homelessness.
- We need to make environmentally friendly and sustainable factors and practices a higher priority instead of waiting until it's too late. More places should also be accessible, which might also help older people stay in their homes longer.
- I think it's critical to offer all income levels the same rights to live in a nice neighborhood. This encourages, "lifting up" your neighbors.
- Mobility of residents is a concern.
- ecological measures and measures to help with housing affordability should be strongly encouraged! Housing affordability is number one issue in housing and global warming and water use are urgent issues which must be addressed as well.
- Save more trees!
- All are good!
- Many families are priced out of Beaverton.
- The number one reason to allow for more homes on the lot, taller homes, Shorter setbacks, etc. is to increase housing stock to hopefully drive prices back down to a reasonable level so that average working people can afford to own a home in Beaverton. Those homes should not be typical condos, but allow for outdoor space and ample parking, as those are the reasons people choose to live in a car dependent suburb like Beaverton.
- Rooftop solar collection, rainwater reuse for irrigation or toilet flushing, a unit affordable to someone with a less-than-average income, a unit that is accessible with a barrier-free entrance, and tree preservation are all things that should be requirements, not simply be "encouraged". Wealthy developers would overwhelmingly benefit and come out with more money from these concessions that the city would make, specifically allowing more homes on a lot, taller homes, or homes closer to the property line. The City should take a bolder stance on actually addressing the climate and housing crises by making the amenities listed in the first sentence requirements, and not be so ready to give hand-outs to for-profit developers like candy. For the Housing Options Project to actually help from an equity standpoint, these environmental and accessibility features should be required and commonplace, something all developers should follow and be held to a higher standard for.

13. **Would you like to share additional information about why housing design is important to you?**

- I feel design contributes to our lives both in function and aesthetic value. Although it is in the eye of the beholder, and different to different people, I absolutely believe all infill should be like. That is, keep the look and feel of the community that people chose to move into and made a financial investment in order to do so. If we must go denser, hopefully it will be an asset to the existing community or neighborhood, not an eyesore. Therefore, I am in favor of Design Rules being adopted by the City of Beaverton.
- Building design demonstrates our values, both as a community and as occupants. If possible, I never want to live in an ugly house. I am fortunate to have a beautiful home, but it is not accessible, so I worry about where I will live if I need an accessible dwelling in the future.
- Beaverton has a wonderful opportunity with this middle housing reform effort to support and strengthen policies for affordable housing. In addition, we have an opportunity to do more to safeguard neighborhood trees and grow our urban forest canopy. NIMBY neighbors may push back on these opps for gentle in-fill density and re-development. One way policymakers can mitigate for this negative push-back is to strengthen protections for trees and require greater tree planting. Trees can create and augment buffers between neighboring properties, to reduce and mitigate sound and visual impacts. Please think about this and how we can align and reform Beaverton's tree preservation policies to make them stronger in association with this work.
- If the past year has taught us anything, it's that we need each other. Building stronger, more inclusive and interactive communities in each of our neighborhoods is what is going to enable us to face and address any challenges that come our way in the future. Our housing needs to reflect values of equity, inclusion, diversity, and care for the environment.
- We look at our neighborhoods every day. They become an extension of ourselves. Wouldn't we want the neighborhood to reflect who we are, or strive to be? Community-driven people?
- The older multifamily developments in Beaverton (e.g., Teal Blvd at Scholls, Waterhouse apartments north of Schendel) did a good job of incorporating multifamily housing, landscaping, proximity to open spaces, and proximity to services that is GREATLY lacking in current developments.
- It is important for people to feel good about their communities, to enjoy them, and to want to make them better. Good design can be an important factor in this. And bad design can be hard/impossible to correct once construction is done and the developers leave.
- Aesthetics and curb side appeal is necessary.
- Ease of entry to residence is important and high-rise buildings should be no more than 3 stories high.
- Rather than having a rubber-stamped design for every lot, variety of housing types including single family housing is important. Cul-de-Sacs encourage families to gather and children to safely play.
- Trees and grass invite a multitude of types of uses and offers areas for encouraging gathering.

- Removing all vegetation leaves hard surfaces and current water retention ponds are inadequate or nonexistent. People living in lower areas than newer planned housing without appropriately sized water retention ponds causes flooding in lower lying areas. Better planning for hard scape areas needs to be designed so that properties in lower lying areas don't end up having to deal with something they didn't cause. We have tremendous water runoff now where streams are flooding homes because of poor planning from the city.
- My own homes value. The look of a neighborhood definitely sells a home, and multi-unit dwellings, not well regulated, will definitely look out of place and make a neighborhood look worse. They can also cause traffic issues in a neighborhood that make the neighborhood unattractive and less desirable.
- Neighborhoods should look cohesive with designs already in place instead of mismatch designs just to fill in space.
- Housing/building design is an incredibly important component in addressing the climate crisis. It's also significant in providing equity to a growing and diverse population.
- Having owned a townhome, lived in a house and renting an apartment (currently), I know the difference.
- A ""home"" causes some self-identity. It's unique as it feels as it's the person(s) that live in it. Apartments are close and loud. You can hear neighbors take showers, cough, start their cars, etc. You also have limitation on EVERYTHING. No planting flowers to add your own touch. No design to make it look more spaced, etc. Design can create the illusion and feel of autonomy.
- Not only design but COST. (I know this isn't the question, but it needs to be looked into. A single person should have as much opportunity as a two-income home or multi-generational home. City workers should not have to look at Hillsboro to afford to live. One city paycheck covers rent here. How does that seem right? Affordable housing shouldn't mean ""low income"".)
- Nobody has mentioned security doors, 3-pane windows, extra insulation, low-maintenance exteriors.   Why?
- I don't want Beaverton to be a laughingstock.
- More housing is needed at all levels. More diversity in existing neighborhoods is needed. The city needs to consider existing infrastructure more when approving housing/developments in existing neighborhoods as well as the impact new development in outlying areas will have on surrounding existing infrastructure. It seems that what is being developed at Cooper Mountain was approved way ahead of any consideration of where those people would buy groceries or commute to work. Even though it is not even close to being fully developed, it has already greatly increased traffic in neighborhoods in west Beaverton. When considering "transitional housing" for the house less population you often hear the term "support services" or "wraparound services". The same idea needs to consider for any level of housing development. Where are people's jobs and schools? Where are they going to buy groceries? Where is the nearest gas station or transit? All these questions need to be asked up front.
- Again, see my other answers for why this whole concept stinks.

- And while I have you, let me offer you a critique of your survey: poor. Your assumption throughout is that implementing this policy is a good thing. You have done all you can to not allow people to tell you that the idea should be dropped altogether, and that Beaverton should be telling the state to repeal this law. You're doing that with your 1000-character limited answers, and your leading questions."

- Single family dwellings were a good idea when we had lots of land. Now we have lots of people and less land. Build those new multifamily homes now.

- Beautiful neighborhoods are important. Affordability is important. Community can be built on our own stoops and streets.

- I've lived in denser areas of Portland (Pearl, Nob Hill, NE Broadway) but moved to Beaverton for schools, greater lot size, more space and to avoid homeless problems. I want to preserve Beaverton's beauty and strengths while also addressing the metro area's need for affordable (not just $600K +) housing.

- One element too as I get older, I desire 1 level home. It doesn't have to be a 3000' home, but if I had a 1200' 2-bedroom home on 1 level vs. 2 that I live in today, as I get older, I can stay in the same home and not fear safety issues like stairs.

- Less space for cars please. More space for people. Provide secure bicycle storage. (Including cargo bikes for grocery shopping.) More transit options with covered bus shelters. Protected bike lanes. Sidewalks. Get rid of free car storage on the streets.

- Look at Cully Green. Listen to The War on Cars podcast.

- Mobility is an issue for some residents. Parking is needed on the lot. The resident can always turn the parking space into an outdoor park, of if a garage can use as storage.

- We must work to house more people more affordably, in more ecologically and socially sound ways. We are facing several huge crises right now, and lack of affordable housing, climate change necessitating changes in how we build and how we use energy, and how we use space as a society to reduce stress and encourage positivity and social ties, are all critical.

- Housing stock availability is limited by design constraints. These design constraints should be eliminated to allow more flexibility for developers and homeowners alike. Hopefully this reduction in regulation and constraint will increase available housing stock and cause prices to fall to a level where an average working person can reasonably be expected to afford a home in Beaverton without sacrificing their needs for outdoor space, private space, and parking due to Beaverton 's car dependent nature.

- People deserve to live in houses that feel like home. Trees, gardens, indoor and outdoor places to gather, and parking spaces are crucial to good, quality living. Architectural variety, especially in older neighborhoods, adds charm. Cookie cutter homes are boring and feel impersonal and temporary.

- Greenwood Avenue Cottages in Shoreline, WA did a fantastic job of creating a small community of 1,000-1,200 sf houses on a single lot with a shared lawn and garden. The houses each had a unique design based on craftsman design elements. This is an excellent way to build an attractive, affordable community that many families would be proud to call home."

- Fitting more housing units into existing neighborhoods has the potential to permanently make Beaverton a worse place to live for all. Requiring design elements

such as accessible units, tree preservation, large-tree planting, reserving space for large trees and meaningful greenspaces, and making the developments the appropriate scale and for the surrounding neighborhood will help ensure that Beaverton remains a great place for all, not a paved-over wasteland.

14. **Do you have a better idea? Do you like to draw or take pictures? Share your ideas by uploading them here. It could be a photograph of a house that you love, a kid's drawing, or a sketch on a cocktail napkin – everything works.**

OPTIONAL QUESTIONS

The following questions are optional and will help us understand who we are hearing from and whether we are reaching a wide range of people in the community. Your responses will not be associated with your name or contact information.

1. **What is your age?**
   - Under 18
   - 18-24
   - 25-44
   - 45-64
   - 65 and over

Answers	Count	Percentage
Under 18	0	0%
18-24	0	0%
25-44	21	30.88%
45-64	23	33.82%
65 and over	13	19.12%

Answered: 57 Skipped: 11

2. **With what racial or ethnic group do you most closely identify?**
   - African
   - Asian
   - South Asian
   - Black/African American
   - Latino/a
   - Middle Eastern/North African
   - Multiracial
   - Native American/Alaska Native
   - Pacific Islander/Native Hawaiian
   - Slavic
   - White

Answers	Count	Percentage
African	0	0%
Asian	1	1.47%
South Asian	2	2.94%
Black/African American	0	0%
Latino/a	3	4.41%
Middle Eastern/North African	0	0%
Multiracial	4	5.88%
Native American/Alaska Native	1	1.47%
Pacific Islander/Native American	0	0%
Slavic	1	1.47%
White	39	57.35%

Answered: 49 Skipped: 19

3. **How many adults, including yourself, live in your home? Adults = 18 years or older.**

   - 1 adult: 9 responses
   - 2 adults: 41 responses
   - 3 adults: 4 responses
   - 4 adults: 2 responses

4. **How many children live in your home? Children = under 18 years.**

   - None: 34 responses
   - 1 child: 7 responses
   - 2 children: 7 responses
   - 3 children: 2 responses

5. **What is your annual household income?**

   - Less than $40,000
   - $40,000 - $59,999
   - $60,000 - $79,999

- $80,000 - $99,999
- $100,000 and above

Answers	Count	Percentage
Less than $40,000	2	2.94%
$40,000 - $59,999	8	11.76%
$60,000 - $79,999	6	8.82%
$80,000 - $99,999	5	7.35%
$100,000 and above	28	41.18%

Answered: 49 Skipped: 19